Bus. Sec
COPY A

FOREIGN TRADE

CHICAGO PUBLIC LIBRARY
JUN 16 1950
DOCUMENT

l. VII OTTAWA, JUNE 10, 1950 No. 180

NOTICE TO SUBSCRIBERS

Subscribers are requested to renew their subscriptions to *Foreign Trade* on receipt of a notice from the King's Printer, Government Printing Bureau, Ottawa. Renewal notices will be mailed to subscribers four weeks prior to the expiry date of their subscriptions. If no reply has been received by this date, the name of the subscriber will be removed from the mailing list on the assumption that he no longer wishes to receive this publication.

Foreign Trade is published weekly. The annual subscription is *One Dollar* for delivery in Canada and *$3.50* for delivery abroad. A limited number of single copies is available for ten cents a copy. All subscriptions and orders should be forwarded to the King's Printer, Government Printing Bureau, Ottawa.

Published by Authority of

RIGHT HON. C. D. HOWE
Minister of Trade and Commerce

M. W. MACKENZIE
Deputy Minister

FOREIGN TRADE

OTTAWA, JUNE 10, 1950

Published Weekly by
FOREIGN TRADE SERVICE
Department of Trade and Commerce

In This Issue

Mexico—Favourable Balance of Payments Predicted 1050
Bermuda—Favourable Market Provided for Canadian Goods 1055
Canada—Importers' and Exporters' Returns Provide Statistics ... 1057
New Zealand—Financial Position Outlined by Prime Minister.... 1059
Mauritius—Sugarcane Crop Expected to Exceed Last Year..... 1064
Cuba—Prosperous Year Anticipated as Sugar Prices Remain Firm 1066
Great Britain—Steel Shipments to Canada Nearly Doubled 1068
Canada—Trade with South Africa, Northern, Southern Rhodesia...1072
Canada—Bulk Cargoes Predominate in National Harbours..... 1074
Philippines—Fish and Fish Products Are Under Import Control.. 1082
India—Labour and Industrial Relations Improve..... 1083
Jamaica—Sugar Output Expected to Establish Record..... 1085
Sweden—Norway Was Largest Customer for Ships 1088

Regular Features

Foreign Exchange Quotations 1096
Foreign Trade Service Abroad 1093
Trade and Tariff Regulations 1092
Trade Commissioners on Tour 1090

COVER SUBJECT—Saint John, New Brunswick, through which is handled during winter and summer months a large proportion of Canada's foreign trade. This air view shows, at left, the harbour facilities of West Saint John and, at right, part of the new wharf and transit shed of East Saint John. Assets administered by the National Harbours Board have a book value of $27,500,000, and include wharves with 20 ocean berths and 17 transit sheds.. Ocean-going arrivals in 1949 totalled 542 ships, of 1,621,354 net tons, and foreign cargo handled through the port amounted to nearly two million tons, or over eighty-one per cent of the total cargo passing through this port. Further information concerning the National Harbours Board and its operations is contained in an article on pages 1074-1081 of this issue of Foreign Trade. *Photo by Wilson Studio.*

Price 10 cents

62471—1

Favourable Balance of Payments Predicted for Mexico This Year

Imports have declined under pressure of peso devaluation, exports of sugar, cotton and rice have risen and tourist industry has produced greater revenue—Minister of Finance supports views expressed by Bank of Mexico, and outlines reasons—Agricultural and industrial production higher.

By Douglas S. Cole, Commercial Counsellor for Canada

(One Mexican peso equals $0.1273)

MEXICO CITY, May 8, 1950.—Mexico may expect a favourable balance of international payments during 1950 for the first time in many years, provided the foreign demand for Mexican products is maintained, and agriculture does not suffer from adverse weather conditions. This prediction is made by the Bank of Mexico in a recent review of economic conditions, in which it is explained that imports have declined under the pressure of peso devaluation, exports of sugar, cotton and rice have risen, and the tourist industry has produced greater revenue.

Production of goods and services, employment figures and national income were higher in 1949 than in any previous year, according to a statement made last February by the bank's director, Lic. Carlos Novoa. The national income was estimated at 25·6 billion pesos, or about 12 per cent more than the 1948 figure of 22·8 billions.

Federal budget receipts were almost 20 per cent higher than had been expected. The treasury was able to report a surplus of 120·9 million pesos; 89·8 millions representing the excess of amortization of debts over the total of newly incurred obligations, and 31·1 millions the increase of cash in hand. Treasury income from new security issues amounted to 228·6 million pesos. This, with other income, enabled debts aggregating 318·4 millions to be fully or partially paid off. While the dollar value of trade declined last year, the unfavourable balance was reduced from 169·4 million dollars in 1948 to 141·6 millions last year. Imports declined 11·1 per cent from 1948, and exports decreased by 9 per cent.

Increased Demand for Goods Should Result

"If the foreign demand for Mexican products remains high, and agriculture is not affected by adverse weather conditions, Mexico's international financial operations should show a favourable balance in 1950," the Bank of Mexico predicts in its review. "This should stimulate general production and bring about increased supplies of goods and services. The stimulus to the nation's economy, stemming from the accumulation of exchange reserves, will create an atmosphere of increased confidence. The outlook for 1950 appears favourable to overall development and to the prospects for a balanced national economy."

The above optimistic review is supported to some extent by the observations of the Mexican Minister of Finance, Sr. Lic. Ramon Beteta, made on April 27 in Monterrey at the Mexican National Convention of Bankers. These may be summarized under the following ten points:

(1) The present financial state of the nation justifies the measure of stabilization of the peso at the rate of 8·65 to the dollar;

(2) The balance of payments position is such that monetary reserves have increased;

Mexico—Bank of Mexico on left and business offices in Mexico City.

(3) An overall rise in prices has been prevented by the application of effective anti-inflationist measures;

(4) The stability of the stock exchange indicates general confidence;

(5) Without prejudice to the banks and their depositors, heavy investments have been made in industry and agriculture;

(6) Restriction of importation is stimulating national industrialization. These restrictions are temporary in nature and have been imposed by the need to safeguard the consumer;

(7) Direct investments from abroad can only be admitted on a basis of absolute respect for the constitution and the law;

(8) A national savings plan has been put into operation so as to enable large capital investments to be made in the interests of industrialization plans;

(9) The government has invested heavily in highways, railroads, irrigation, and electrification works;

(10) The state is not trying to eliminate private initiative. On the contrary, through the Nacional Financiera, private initiative is being helped to expand.

According to the "Excelsior" version of the speech, Sr. Beteta told the convention that the new exchange rate of the peso was aimed at maintaining a high level of employment and a continuation of the economic progress Mexico has made. The international balance of payments position has been unfavourable since 1946, but now was so favourable that monetary reserves were increasing. Funds, which had been made available by the International Monetary Fund and the United States Treasury to support the peso exchange rate, had not been touched. On the other hand, the United States Treasury had received 22 million of the 37 million

dollars of credit extended to Mexico. Mexico also had returned to the International Monetary Fund half of its dollar quota, which had been temporarily withdrawn.

Agricultural and Industrial Production Higher

Agricultural production had been increased greatly despite the lack of rain in successive years. Sr. Beteta mentioned cotton particularly in this respect. Likewise, industrial production had increased, as was indicated by a rise in the consumption of fuel, the increasing demand for electric power and the movement of freight on the railroads.

Sr. Beteta referred to the balancing of the national budget, which he said had been achieved without curtailment of public works. He also stated that the increase in the volume of monetary circulization since stabilization of the peso—more than 580 million pesos—is inferior in peso value to the increase in the Bank of Mexico's monetary reserves.

Without affecting the guarantees to private banks and their depositors, the government had made sure that a reasonable part of banking resources were diverted into production.

Referring to restrictions on imports, Sr. Beteta stated that they had been imposed so as to stimulate national industry and were temporary. "We cannot forget that Mexico, as an exporting country, is concerned that a restrictive system, which weakens trade, shall not be maintained indefinitely in the world". He defended the 15 per cent ad valorem export surcharge, which has been very largely nullified by reductions up to 80 per cent on hundreds of commodities under pressure from commercial interests.

Industry Urged to Reduce Costs

Asking industry to lower its costs by the use of modern technical methods, Sr. Beteta mentioned the desirability of importing technical advice and assistance. Capital from abroad also was welcome, although its acceptance in Mexico depended absolutely upon the respect for the constitution and the law. President Aleman had indeed instructed him (Sr. Beteta) to defend this thesis during the United Nations conference on trade and employment in Havana, Cuba.

Surveying government investments, Sr. Beteta made special mention of highways, railways, irrigation and electrification works. He said that, because of state expenditure on irrigation, the volume of agricultural production had increased annually by 4 per cent and in value by 25 per cent.

Taking importation in 1929 as a base, industrial production rose from 95·6 in 1934 to 119·6 in 1940; 150·7 in 1945; 155·3 in 1946; 161·7 in 1947; 162 in 1948 and 179·4 by December, 1949.

Investment by the state was not directed towards eliminating private investment. Investment by the Nacional Financiera in private industries during the last three years had averaged 800 million pesos annually.

National Petroleum Bank Proposed

During the above-mentioned convention, a proposal was made that a National Petroleum Bank be formed, this proposal being presented by Sr. Lic. Manuel Vicencio Toscan and Ing. Enrique Cambre, the latter President of the Association of Oil Concessionaires of Mexico. The prominent newspaper *El Universal,* in its April 29 issue, featured the above proposal, and stated that the purpose of the bank would be to channel investments from Mexico and foreign sources into the oil industry. It

was anticipated that necessary funds would be available from Mexican insurance companies, the World Reconstruction Bank, the Social Security Department and various Mexican private banks. It is rather curious that no statement has been made by PEMEX, the government controlled oil monopoly, or the Mexican Government, as to whether the plan for a Petroleum Bank has government support. The proposal may, therefore, be a trial balloon. It is too early to give a mature opinion, but very probably, if such a bank were formed, a majority of stock would be held by the government either through PEMEX or the Bank of Mexico.

Mexican sugar and Japanese railway equipment, to a total value of well over 13 million dollars, are being exchanged under the terms of an agreement that was reached when a Japanese trade delegation visited Mexico in the middle of 1949. The agreement calls for delivery

Mexico—Intersection in business section of Mexico City.

of 500,000 metric tons of sugar, valued at 6·8 million United States dollars, and of Japanese rail and railway equipment to approximately the same value.

The probable size of the transaction has been clarified by the National Union of Sugar Producers, which states that only 20,000 tons of refined sugar actually have been sold. No further commitments will be made until it is known definitely how much sugar will be available as surplus from the 1949-50 crop. However, preliminary estimates place the surplus at a minimum of 50,000 tons, so that the exchange between the two countries should be completed without difficulty.

Incidentally, the Banco Nacional de Comercio Exterior, which is owned by the Mexican Government, has seen fit to insist that in supervising the transaction it is acting in a purely private capacity, since the deal is not between governments.

Mexican Trade Commission Created

In an effort to co-ordinate the multiple restrictions to which Mexico's foreign trading is subject, the government in February appointed an Imports-Exports Commission. Its task, as outlined in a presidential decree, will be as follows:

(*a*) To study, on a basis of permanency, the articles that should be excluded from, or added to, the lists of goods whose importation or exportation is now prohibited;

(*b*) To study the methods and conduct to barter transactions, particularly in relation to goods whose importation into Mexico now is prohibited or restricted;

(*c*) To recommend changes in the lists of goods requiring import or export licences;

(*d*) To submit to the treasury suggestions to be made to the General Tariff Commission, as to recommended tariff changes.

The Commision will be headed by the Under-Secretary of National Economy. Its other members will be two additional representatives of the Secretariat of National Economy; three of the Finance Ministry, including the President of the Tariff Commission; of the Department of Foreign Affairs; one of the Secretariat of Agriculture, and one of the Bank of Mexico.

Despite reassuring reports from government and banking circles, there has been, and is, a sharp inflationary movement in food prices. Price indices of the Bank of Mexico and the Ministry of Economy indicate that the trend of prices is upwards, but that it is not severe. It is explained by these two bodies that the trend is due to an uninterrupted increase in the volume of currency, which since last December has risen approximately 86 million pesos. Compared with the previous year, it has advanced more than 500 millions. Such a rise, it is explained, is due to an increase in bank deposits, which have expanded 91·2 millions as compared with last December, inasmuch as metallic currency has risen only 0·3 millions and bills have decreased 5·5 millions.

The Banco Nacional de Mexico, S.A., reported in April that the advance in the general price index is a consequence of increases in some consumer articles, such as food and clothing, and some production articles, such as power and fuel. It is difficult to reconcile official reports with the extremely rapid increase in food prices in the City of Mexico, and it is found that many conversations ultimately revert to the inflationary food price situation, despite the fact that the National Chamber of Commerce, of Mexico City, stated in March that of 50 food products considered, only 20 had increased considerably.

Bermuda Provides Favourable Market For Canadian Goods Despite Controls

Tourists furnish large proportion of revenue, amounting to about $12,000,000 during the past year—Purchases from Canadian exporters totalled $3,616,000 in 1949—Number of items temporarily prohibited for importation from dollar areas.

By H. E. Campbell, Assistant Canadian Government Trade Commissioner in New York

NEW YORK, May 8, 1950.—Bermuda, comprising a group of small islands in the Atlantic, approximately 750 miles southeast of Halifax, derives a large proportion of its revenue from tourists, an estimated $12,000,000 having been obtained from this source during the past year. It has significance for Canadian and United States exporters, purchases from whom amounted in 1949 to $3,616,000 and $9,713,000, respectively. But for the shortage of dollars, these figures would be even larger.

When beset with dollar difficulties two and a half years ago, Bermuda tried to close the gap between dollar income and expenditures through the imposition of import restrictions, and twelve months ago a number of items were classed as "temporarily prohibited" for importation from dollar areas. Since devaluation of the pound sterling last September, these restrictions have been extended to cover the commodities listed below.

Despite such restrictions, Bermuda provides Canada with a favourable market, being listed as forty-fourth among the foreign countries to which Canadian goods were exported last year. The average for the last five years is approximately $4,000,000. Most imports are handled by commission agents in Hamilton, the capital and principal distribution point,

Bermuda—Two passenger liners, the Lady Nelson and Lady Rodney, photographed at Hamilton, the capital and principal distribution point. Bermuda provides Canada with a favourable market, and imports from Canada in 1949 were valued at $3,616,000.

each soliciting orders from local firms for placement with their principals abroad. Most commission agents in Bermuda buy goods on terms of two per cent discount for cash payment against sight draft. In some cases, terms of from 60 to 90 days sight draft are extended to reputable firms.

Canadian exporters enjoy the British preferential tariff. In general, these preferential rates approximate 12½ per cent, whereas the General tariff rate is 17½ per cent ad valorem plus, in some cases, a surtax. The purchasing power of the islands is greater than their estimated population of 36,770 would indicate, as the annual influx of tourists expands the market substantially, more particularly for foodstuffs and high quality merchandise.

List of Temporarily Prohibited Imports

The following is a list of commodities "temporarily prohibited" from importation into Bermuda from dollar areas:

Ale
Beer
Beef, canned, corned
*Biscuits, other than sweetened
Bubble gum
*Butter
Bread mixture
Cake mixtures, cakes and cake
Candies and confectionery (except marshmallows for cooking)
Caviar
*Cheese
*Chocolate and cocoa
Chips, potato
Citrus fruit slices
Cordials, fruit
Extracts, pure flavouring (excludes imitation extracts and cola syrups)
*Fish, fresh (except for hotels)
Fish, smoked (except for smoked salmon)
*Gin
Ham, canned
Herrings, canned
Ice cream, manufactured
Ice cream mix, liquid
Juices, fruit (except tomato, prune, and frozen citrus juice)
Jelly powder and crystals
*Jams
*Lard and shortening
Lozenges (except medicated)
Liqueurs
*Margarine
*Marmalade
Meat, canned (except baby food)
Milk, liquid chocolate, canned and bottled
Mustard, dry
Mushrooms, canned
Pate de foie gras
Pie crust mix
Pickles (except sweet relish and prepared mustard)
*Preserves, i.e. crystalized fruits, ginger, ground almonds and marzipan
Pudding and dessert powder mixtures
*Sugar and icing sugar
*Soap
Stout
Boots, rubber (except industrial type)
Carpets, rugs, woollen, jute, mohair
Cages, birds
Canvas
*Caustic soda
*Cement
Chain, boat
Cigars, except Cuban
Cleansers, household (abrasive type)
Comic books and magazines
Cord, sash
Concrete mixers
Cutlery, table and flat
*Elevators
Felt, roofing
*Fireworks
Fire extinguishers
Glass bottles (except milk, baby, medicine and perfume)
Glass, sheet and plate
Gloves
Hinges, butt, tee and strap
Hotwater bottles, rubber
*Juke boxes
Line, hemp (not fishing line)
Linoleum and felt base
Linen goods
Lead cable, electrical
Leather, sole
Matches (except book matches)
Mattocks
Mowers, lawn (hand type)
*Motor vehicles
Nails, wire and galvanized
Office furniture, metal
Organs, band and orchestra instruments
Outboard motors, up to 8 h.p.
*Perfume (except cologne and toilet water)
Picks and shovels
Pianos
Pipe (gal.) except ⅜"
Pipes, smoking
Putty
Polishes, boot, floor and metal
Reinforcing rod
Radio receiving sets
Rope, including steel wire
Sheeting, asbestos

Note: * Items deferred prior to devaluation.

Sauces (except tomato, catsup and chili)
Squash (fruit cordial type)
*Tea (including bags and balls)
Vinegar, malt
Wines (including brandy but excluding wine in bulk for blending rum)
Bacon (except for hotels and guest houses)
Fish, canned
Milk-based foods and food beverages
Oats, rolled
Oats, for animals
*Air conditioning equipment
Autocycles and bicycle propulsion units
Axes
Bricks, ventilating (clay and metal)
Brooms and brushes (except 16" and over, corn or rattan)
Screws, wood
Straws, drinking
Stones, carborundum (grinding)
Sewing machines
Safes, metal deposit
Toys, metal
Tissues, paper (facial)
*Vacuum cleaners
Vacuum (thermos) flasks, except refills, half-pint flasks, jars and stainless steel carafes
Valves, gate and globe (2" and under)
Valves, check, vertical and horizontal
Wire, galvanized annealed
Wheelbarrows
*Soda, ash

Canadian Trade Statistics Compiled from Returns of Importers and Exporters

Source of values and volumes are invoices received by Customs Division, Department of National Revenue—Based on physical movement of goods across frontiers.

(Editor's Note—The Dominion Bureau of Statistics published with its Review of Canada's Foreign Trade for the first half of 1949 definitions and explanations of terms used in the collection of statistics, reproduced herewith for the information of businessmen who did not read the original presentation.)

CANADIAN trade statistics are based on the physical movement of goods across the frontiers of the country, recording these movements in terms of value and, where possible, of quantity. They do not necessarily reflect the financial transactions behind these movements, the method and time of payment being affected by numerous other factors as well. The source of the data on values and quantities are invoices received by the Customs Division, Department of National Revenue, and for the correct interpretation of the statistics the following definitions and explanations of terms used in their collection should be kept in mind:

(i) *Quantities and Values*—In all tables of imports and exports, the quantities and values are based upon the declarations of importers and exporters as subsequently checked by customs officials.

(ii) *Imports, Valuation*—The term "imports" or "imports entered for consumption" embraces all goods which enter Canada and are cleared by customs officials. It does not imply that the goods will all be eventually consumed in Canada, only that they have passed into the possession of the importer and that duty has been paid on the dutiable portion. Statistics of Canadian imports therefore include both goods cleared directly through customs at the time of entry into Canada and goods withdrawn from customs warehouses. But they do not include imported goods entering customs warehouses, the latter being only included in the statistics when withdrawn from warehouse. The "imports" of some commodities included in any month's statistics may therefore lag slightly behind the actual physical movements of goods into the country. A further small element of time distortion arises from the fact that "customs month" does not exactly coincide with the calendar month, being closed several days earlier than the calendar month.

The value of imported merchandise used in trade statistics is the value as determined for customs duty purposes. In most cases this would

62471—2

be the invoice value of goods converted to Canadian dollars at official exchange rates. This value does not include charges such as freight, insurance, handling, duties or taxes.

Under the main provisions of the law, the value of merchandise imported into Canada is the fair market value or price thereof when sold for home consumption in the principal markets of the country from which, and at the time when, that merchandise was exported directly to Canada. However, the value shall not be less than the actual cost of production at the time of shipment plus a reasonable advance for cost of selling and profit. Under these provisions and amendments to them, some imports may from time to time be given arbitary valuations differing from those upon which actual payment for the imports is made.

For customs entry purposes, the value of the currency of the country of export is converted to Canadian currency at exchange rates authorized by law and Orders in Council.

(iii) *Canadian Exports, Valuation*—"Exports of Canadian Produce" includes all Canadian products or manufactures exported, and also all exports of commodities of foreign origin which have been changed in form or increased in value by further manufacture in Canada (for example, sugar refined in Canada from imported raw sugar or articles manufactured in Canada from imported materials or parts). The value of exports of Canadian produce is the actual amount received or to be received by the exporter in Canadian dollars, exclusive of freight, insurance, handling, and other charges. Consequently, the substantial earnings of Canadian transportation concerns from transporting exports from their inland point of origin to the international border or to Canadian ocean ports are not included in the statistics of Canadian exports. For 1948 this inland freight was estimated at $149 million.

(iv) *Foreign Exports, Valuation*—"Exports of Foreign Produce" includes all goods exported which were previously entered for consumption in Canada and which have not been further processed in Canada. The value of such commodities is the actual amount received in Canadian dollars exclusive of freight, insurance, and other handling charges.

(v) *Countries to which Trade is Credited*—Imports are classified as received from the countries whence they were consigned to Canada. The countries of consignment are the countries from which the goods have come, without interruption of transit save in the course of transhipment from one means of conveyance to another. These countries are not necessarily the countries of actual origin of the goods, since goods produced in one country may be purchased by a firm in another country and thence dispatched, after a longer or shorter interval, to Canada. In such cases the second country would be the country of consignment to which the goods would be credited.

Exports are credited to the country to which they are consigned, whether that country possesses a seaboard or not. The country of consignment is that country to which goods exported from Canada are intended to pass, without interruption of transit save in the course of transhipment from one means of conveyance to another.

Motor Car Production in Spain Lags Behind Demand

Madrid, April 29, 1950.—(FTS)—Motor car production in Spain suffers principally from the lack of plate and special steels, according to the Spanish newspaper *Arriba*. The newspaper estimates the demand for private cars at 20,000, of which 15,000 could eventually be constructed in Spain and the remainder imported; and for lorries at 10,000, half of which should be imported.

Financial Position of New Zealand Outlined by the Prime Minister

Country said to be living beyond its income, both externally and internally—Deficit in overseas balance of payments expected to be higher this year—Inflation becoming a serious problem—Removal of restrictions on production given as solution to subsidies.

By C. M. Forsyth-Smith, Assistant Commercial Secretary for Canada

(Editor's Note—This is the first of two articles on economic conditions in New Zealand, prepared for publication in *Foreign Trade*.)

WELLINGTON, April 26, 1950.—Shortly after assuming power, the new Prime Minister made a statement which revealed in detail the financial position of the country. The main point made by Mr. Sydney G. Holland was that New Zealand was living beyond its income both externally and internally, and that the internal deficiency was being financed merely by the creation of credit by the Reserve Bank and not by increased production of goods and services.

During the financial year ending March 31, expenditure was expected to exceed revenue from taxation, miscellaneous receipts, and borrowing from the public by £28·8 million and was to be met by the use of £2·8 million from the balance of the Social Security Fund and the borrowing of £26 million from the Reserve Bank.

The total amount allocated by the Labour Government for public works had increased from £28·3 million in 1948-49 to £38·4 million in 1949-50, an increase of £10·1 million. Of this amount, it was intended to obtain about £14 million by the creation of Reserve Bank credit. The total estimated cost of works planned for the present year and the next seven years was £368 million, which did not include the expenditure of about £92 million in sterling funds. Based on the present rate of investment in government loans this was £256 million more than could be raised by borrowing from the public. In addition to this amount, local body works were estimated to total £45 million. Mr. Holland stated that public works which had already been started would have to be completed, but it was absolutely essential that some of the less urgent public works schemes should be postponed and that greater economy would have to be used of existing capital. Means would also have to be found to adjust penal rates of taxation and also for stimulating savings and increasing capital reserves, possibly by overseas borrowing.

Deficit in Overseas Balance of Payments Increased

The deficit in the overseas balance of payments was £7·4 million in 1948, £4·6 million in 1949 and estimated to be between £10 and £15 million in 1950. Government imports rose from £14 million in 1948 to an estimated £20 million in 1950. Aproximately £52 million of overseas funds were held by the Reserve Bank and the trading banks, and this amount included about £10 million required as normal working capital for the trading banks. The expected reduction of sterling funds during 1950 would reduce these figures below the minimum required in normal circumstances. The reasons given for the precarious position

62471—2½

before due date rather than renewal; expenditure for imports for the large capital works program, which had been paid from current export income; and the effect of inflation on the demand for imports.

Inflation was becoming a serious problem, causing shortages of labour and material and balance of payments difficulties. While the money income of the people had reached record heights, high taxation and borrowing from the people had not yielded enough to meet government expenditure. The issuing of credit by the Reserve Bank has been increasing year by year and the total borrowed in the form of treasury bills and other securities had risen from £36 million in 1947 to more than £89 million.

The problem of subsidies would have to be reviewed, as they were expected to total £15 million in the present financial year as against the budget estimate of £13·9 million. If continued at the present level, they will amount to £17 million during the next financial year. Subsidies on bread would cost £2·25 million during the present financial year and would increase to £4 million next year, as the result of the increase in wheat prices due to the devaluation of sterling. The bread subsidy would be equivalent to three pence per two-pound loaf next year. The subsidy of ten pence per pound on local consumption of butter cost £2·5 million this year and, with the return to prewar consumption levels, would raise the cost of the subsidy to approximately £3 million a year. Subsidies of 10½ pence per gallon, or £2·25 million a year, were being paid for milk, £500,000 a year for eggs, one million pounds a year on tea and £2·25 million on coal. The subsidy to local woollen mills, which was the equivalent to the difference between the auction price and the price stabilized at the 1945-46 level would total £1·5 million for the next financial year. The subsidy of £4·4 million a year, which included £1·7 million deficit on operations and unpaid interest on capital cost would have to be paid to the railways.

Higher Output Seen as Solution to Subsidies

Mr. Holland's solution to the problem was the removal of impediments to production by overhauling the taxation and price control systems, which have been restricting production. He maintained that full employment, social security benefits and wages could be maintained by spending annually what was earned and that spending in excess of earnings was unsound.

While no doubt the statement on the financial position of New Zealand was to some extent a political move, in that it gave the new government an opportunity to make a final attack on the previous administration before really taking over control and responsibility for the country's financial position, it was probably also intended to halt demands from various pressure groups for concessions which would entail further expenditures. The government has implemented its policy of relaxing as many controls as possible. While no real effort has yet been made to check inflation, steps taken to date have at least had the effect of uncovering inflationary tendencies which were previously hard to define.

Ban on Sale of Cream Abolished

In December, the ban on sale of cream was lifted for one month so that an opportunity would be given to find out whether the sale of cream locally would in fact have any effect on the production of butter and also on the amount of butter available to the United Kingdom. The immediate result of this action was a large demand for cream, and it looked for awhile as though it would affect the supply of butter. After a couple of weeks, however, the demand settled down to fairly small

of the overseas funds were the repayment of overseas debts sometimes proportions, and exports of butter to the United Kingdom have not suffered. The ban has, therefore, been abolished permanently.

A modification has been made in the system of price control, and a fairly substantial group of commodities was decontrolled where it was felt that the supply position was adequate and that no useful purpose was being served. Prices on those goods have not increased substantially, and in many cases the prices have been reduced. The sales tax, which had been imposed on practically all consumer goods, was also modified and lifted from a large group of household goods. As a result, prices on these goods have tended to decline.

Canadian Geographical Society Map.

Administration of Import Control Improved

Owing to the low level of sterling balances and the volume of import commitments for 1950, made by the previous administration, it has been impossible to remove import licensing. Steps have, however, been taken to improve the administration of the system and remove many of the anomalies which it was claimed by some traders existed under the old system. Shortly after assuming office last December, the new government announced that import licences issued on sterling countries were freely transferable and could be used for imports from any other sterling-area source. This was of great benefit to traders, as it enabled them to choose their own source of supply within the sterling area on an economic basis.

Investigations are now being carried on into the licensing system, and an interim advisory committee has been set up to handle urgent aspects of import control and advise the government on improvements which can be made in the system. This committee will also recommend the grouping of tariff items and list goods which can be exempted entirely from import control. It is expected that the committee will make recommendations as to the 1951 import licensing schedule, which the government proposes will be published in July rather than October or November, as has been the practice in recent years.

A study is being made into the establishment of a Board of Trade, which will probably consist of three men, one with a strong manufacturing background, another with a trade background and the third with a wide experience in the public service. This board will take over the work of the interim advisory committee and become a permanent organization to advise the government. It will be free of all political pressures. The Board will advise the government on all tariff matters, the allocation of overseas funds to the best advantage, the simplification of the system of allocating licences and the maintenance of full employment. It is expected that the Board of Trade will be in operation before the end of the year.

New Housing Policy Implemented

The new government lost no time in implementing its housing policy, which involves giving the widest spread of new ownership to the people. New provisions for housing loans by the government-owned State Advances Corporation have been instituted and include raising of the loan limit from £1,500 to £2,000 and the institution of suspensory loans of 10 per cent of the cost of the completed house, with a maximum of £200. The maximum term of the loans is to be 35 years and loans will be made up to 90 per cent for civilians and 100 per cent for ex-servicemen. Homes built within the next three years to approved specifications and new homes purchased for personal occupation by the owner or farm worker and not exceeding £2,000 in value will qualify for the 10 per cent government suspensory loan. If a house has been occupied for a period of seven years, the loan will be cancelled, but no house on which a suspensory loan has been made may be sold within seven years without an offer of purchase being first made to the government. Loans are to be secured by second mortgage with interest at 4⅛ per cent, but no interest is payable as long as the conditions of the loan are complied with.

State tenants have been given an opportunity to purchase the houses they now occupy at valuation and on easy terms, although no state tenants are to be disturbed in their occupancy, or the houses they now occupy sold to anyone else. Houses are to be sold for cash and financing up to 90 per cent will be provided for civilians and up to 100 per cent for ex-servicemen, with a minimum term of forty years with 4½ per cent interest

for civilians and 3 per cent for ex-servicemen. Opportunity for the rental of new state houses will be continued, but the tenant will be given a choice of buying or renting and the terms will be such as to encourage him to buy. Since houses are being sold at attractive prices, resale is to be subject to the provision that, if houses are sold within seven years, they must first be offered to the Crown.

The government will continue to build state houses, but will build by contract after calling tenders, instead of under contracts let by negotiation, as has been the practice. Under the old system, there had been a wide disparity for work of an almost identical nature. New rentals and conditions of tenancy covering state houses have been announced and will cover all new tenancies but not existing ones. Tenancies will be limited to persons not earning more than £520 annually, and increases in weekly rents of five shillings are to be made for single rooms, while rents for four bedroom houses will be increased by ten shillings weekly, thereafter increasing gradually to fifteen shillings a week for a seven or eight-room house.

Shop facilities in state housing areas have generally lagged behind the building of houses. To overcome this, it has been decided to sell shop sites to individual traders. It is not intended to build shops for rent, but the sites will be sold to traders with the capital and experience to become established. A shop must be built on such a site within a specified time and must be used to carry on a specified trade.

Controls on Land Sales Relaxed

Probably the most important development with regard to housing has been the removal of controls on all land sales except those affecting farm land. This has had the effect of increasing the number of properties offered for sale in urban areas, since many properties have been held off the market due to the low values placed on them by the Land Sales Court. It was expected in some quarters that this step would cause real estate prices to soar, but since it was taken in conjunction with the decision to sell state houses, this has tended to be a moderating influence. The result so far has been that, while there has been an increase in real estate values, it has not been greater than that which would have occurred gradually over the years during which the control of prices had been exercised. Another important result has been the promotion of activity in the sub-division of land for housing. Some blocks of land which had been held back from subdivision because of the former government's policy have now been subdivided and placed on the market.

No decision has been made concerning the raising of overseas loans, but it is probable that steps in this direction will be taken shortly to enable the country to obtain essential capital equipment. Funds and securities held overseas by New Zealanders in the sterling area may now be disposed of without reference to the Reserve Bank, with the result that sharebrokers can now deal in sterling-area securities on the New Zealand market. A plan is being worked out to allow privately held funds in the sterling area to be used for imports. It is estimated that these funds total £39,223,000 and are distributed as follows: United Kingdom, £111,679,000; Australia, £25,853,000; United States, £446,000; Canada, £476,000; other countries, £769,000.

While on the surface it might appear that this would result in a large influx of imports into New Zealand, it must be remembered that the people holding these funds are not necessarily those interested in importing goods for sale. Also, as the largest amount of these funds

is held in Australia, and the present Australian exchange rate is doubtful, it is quite probable that many people holding funds in Australia will prefer to hold on to them.

Unemployment at Record Low Level

At the end of February, only thirty people, 27 men and 3 women, were unemployed, the lowest level of unemployment ever reached in New Zealand. Of this total, 19 were classified as semi-employed and only 17 were receiving unemployment benefits. At the same time, vacancies for workers have increased, with the result that this state of over-employment has the effect of slowing down the production of housing and urgent public works programs. There is strong agitation in the labour unions for increased wages, and it is probable that these will be pressed within the next few months, in view of the rising cost of living and the recent relaxation of controls. Control of the maximum rates of remuneration has been abolished and the Arbitration Court has been instructed to revert to its normal function of fixing minimum award rates. This will restore freedom to give and receive rewards where they are earned, and it legalizes the practice which has become fairly generally used, since many employers have in the past had to pay wages greatly in excess of award rates. Where award rates have been adhered to, there were numerous schemes to attract workers, including free hair-dos to female workers, recreation rooms, transportation to and from work, and so on.

Sugarcane Crop in Mauritius is Expected To Exceed Output for Previous Season

Good rains in January aided growth and vitality to point where there is every prospect of larger yield—Sugar production estimated at 430,000 metric tons as compared with 415,500 tons last year—Concern felt over threatened shortage of jute bags.

By C. Blair Birkett, Commercial Secretary for Canada

CAPE TOWN, March 29, 1950.—Sugarcane plantations today in Mauritius are reported to be in very good condition, it being generally believed that growth and vitality have seldom been better. Good rains during January have brought about these favourable conditions to a point where there is every prospect of the 1950 crop bettering last year's crop.

Resulting from the bringing in of increased acreage and the continued improvement of sugar factories the harvest due to start next July is estimated to produce 430,000 metric tons of sugar, as compared with 415,500 tons last year.

Shipments of the 1949 crop up to January 20, 1950, amounted to 349,653 metric tons. Very little, therefore, remains. The principal destinations of the sugar have been Great Britain, Canada, Egypt, East Africa, Zanzibar, Ceylon and Hong Kong.

Concern is being felt over the threatened shortage of sugar bags. This situation is the result of the present dispute between Pakistan and India in that, while the former country produces the jute, it is the latter that manufactures the bags. The necessary raw material is not reaching the factories owing to the present embargo on trade between the two countries.

Mauritius—Sugar factory on south coast, where the cane is crushed and the juice converted into raw sugar. The sugarcane crop, due to start next July, is estimated to produce 430,000 metric tons of sugar, as compared with 415,500 tons last year.

At present there are on hand and in sight sufficient jute bags for 165,500 metric tons. To help bridge the gap between this amount and the 430,000 tons expected from this year's crop, negotiations are going on to procure sufficient bags to pack 105,000 tons from France, Madagascar and the United Kingdom.

There is a possibility that the remaining 159,500 tons may be taken care of by cotton bags from the United States. Serious losses in handling, however, have occurred when sugar is packed in cotton bags as they cannot stand up to hooks. This is the only economical means of handling, as it is very expensive to load and discharge cargoes by hand and sling.

The labour situation is quiet, but it is understood that a further series of demands are in course of preparation and will be presented to employers shortly before the harvest begins in July, which may affect the favourable crop prospects.

Mauritius regards the results of and the decisions handed down at the London Sugar Conference, which ended in mid-January, as more or less satisfactory. Permissible production for the colony is as follows: For export, 477,000 metric tons; for local consumption, 20,000 metric tons.

The United Kingdom will purchase from 1953 for a period of five years and at reasonably remunerative prices, which are to be fixed each year by negotiation, 340,000 metric tons.

As regards the balance, the United Kingdom is to assist in finding a market for part in the United Kingdom itself at competitive prices with non-Commonwealth sugars, but to which prices would be added imperial preference. This agreement is independent of the present undertaking of the Ministry of Food to buy the total colonial production up to 1952 inclusive. The Ministry of Food offered a price of £30 per ton for sugar in 1950, an increase of £3 5s. per ton over the 1949 prices, which has been accepted.

Cuba Anticipates Prosperous Year As Sugar Prices Remaining Firm

Crop estimates, at 5,000,000 tons, about the same as last year —Downward economic trend apparently arrested—Imports from Canada at about same level—Volume and value of foreign trade declined sharply last year—Central Bank has commenced operations.

By A. W. Evans, Commercial Secretary for Canada

(Editor's Note—Mr. Evans is currently making a tour of Canada)

HAVANA, April 30, 1950.—Another prosperous year for Cuba is anticipated, as sugar prices are holding firm and crop estimates are approximately the same as the production figure for last year, amounting to 5,000,000 tons. The downward trend in the economy of this country was apparently arrested during the first quarter of the current calendar year, and some business groups were operating at higher levels than in the corresponding period of 1949. Bank clearings at the end of February were seven per cent above those in 1949. The outlook for the Cuban textile industry was better, as the largest cotton mill was operating at capacity and the only producer of rayon (viscose) yarn was also in full operation, with orders for some months ahead. Tariff negotiations with the United States in order to provide protection for the Cuban textile and rubber industries were said to be proceeding satisfactorily. Construction continued at a high level as building permits for the period to the end of February showed a 13 per cent increase.

The appointment of a businessman as Minister of Finance and the consequent tightening of departmental administration had had a beneficial effect on government revenues. Instead of an expected substantial deficit, it now appears that revenues will come close to balancing expenditures. The Public Works Department has started work on several essential projects such as a divided highway to the Havana national airport at Rancho Boyeros.

Cuba's new Central Bank was formally opened on April 27 and, with its inception, it is hoped that a greater flexibility in financial matters will be afforded. Sporadic labour troubles continued to plague industry, but no serious difficulties were encountered.

Imports from Canada at About Same Level

Cuban imports from Canada were at about the same level as in the previous year, as the market for the staple products imported from Canada continued to be firm. According to the figures published by the Dominion Bureau of Statistics, Canada's exports to Cuba at the end of February totalled $2,434,685 as against $2,427,604 for the similar period of 1948. When devaluation is taken into account, the 1950 figure is slightly lower.

As weather conditions for sugar have been generally favourable, a large crop is expected. To date, some forty mills have completed grinding, and show a small increase in production over last year. Estimates of production now appear to centre at about five million long tons, which would be approximately the same as last year. The dry weather so necessary for the sugar harvest has not been favourable for cattle, pasture or other

Cuba—Havana, showing the presidential palace and the fine Avenida de las Misiones. Another prosperous year is anticipated as sugar prices are holding firm and crop estimates are approximately the same as the production figure for last year, amounting to 5,000,000 tons.

crops. They have felt the effect of what in some sections amounts to drought conditions. Even the sugar crop has begun to be adversely affected.

With figures now available to the end of 1949, a sharp drop was evident in the volume and value of foreign trade as compared with 1948. The value of imports at $451,390,000, compared with $527,456,000, showed a decrease of 14 per cent. Exports had fallen by 18 per cent, from $709,872,000 to $578,306,000. Cuba's balance of trade on merchandise account amounted to only $126,917,000 in 1949, or nearly $55,500,000 under 1948 ($182,416,000). The drop in foreign trade was reflected in customs revenues which had fallen from $43,903,722 to $38,546,459.

General budget revenues at the end of 1949 amounted to $181,829,005, a drop from $216,597,948 in the previous year. However, revenues for January were 8 per cent over January of the preceding year, and it is now expected that any deficit will be minor in extent. This year's budget figure, however, has been set at $10,000,000 more than 1949, and it is doubtful whether revenues will meet the new figure of $242,000,000.

Central Bank Commenced Operations

The Central Bank has at last commenced operations, and within the next two years American currency will cease to be legal tender in Cuba. Bank clearings to the end of February were $388,614,477 as against $362,147,322, a 7 per cent increase. The amount of money in circulation at the end of the year was 2 per cent less, falling from $585,657,536 to $570,668,413. Salaries and wages were at approximately the same level as the previous year, a drop of only 1 per cent being apparent.

With building permits issued to the value of $6,738,311 as against $5,926,935, it was apparent that the building boom was continuing. As in the previous year, the great bulk of this construction was in office and residential buildings. Many new subdivisions were being opened, and completions were at a high rate. With the commencement of several large public works and the proposal to borrow money for others, it appeared that construction in 1950 would be well above that of 1949.

The size and market prospects of the sugar crop now being ground will be the principal factor affecting the economy during the next few months. Other factors certain to influence conditions will be the negotiation of the public works loan and the attitude of the government towards labour and the financial problems which it must face. At the present time it seems likely that 1950 will be as prosperous as 1949.

Great Britain Nearly Doubled Steel Shipments to Canada Last Year

Total exports to Canadian market rose from 31,000 tons in 1948 to 66,000 tons in 1949—Shipments of non-ferrous metals and manufactures to Canada more than twice the quantity shipped in 1948—Coal exports to Canada increased by nearly 90 per cent.

By A. E. Bryan, Commercial Counsellor for Canada

(£1 equals $3.08 Canadian)

LONDON, April 22, 1950.—Steel production in the United Kingdom last year amounted to approximately 16,700,000 ingot tons, of which 11,300,000 tons were for domestic consumption, 3,000,000 tons for indirect export and 2,400,000 tons for direct export. Shipments abroad increased by 20 per cent in 1949, and Canada purchased nearly twice as much as in the previous year. Contracts from Canada for delivery during the next twelve months are valued at some £5,000,000, which is most encouraging.

The British Iron and Steel Federation is budgeting for an overall increase in requirements for home purposes and indirect exports of 400,000 tons to 14,700,000 ingot tons, which will give a margin of 3,000,000 tons or 600,000 tons more than in 1949 for direct exports. This is a substantial part of the potential overseas market for steel and it will not be easy to attain it, especially if due credence can be given to the opinion of the Economic Commission for Europe, which recently declared that by the early 1950's the quantities of steel available for exports by European producers would considerably exceed the needs of importing countries.

British Exports of Iron and Steel and Manufactures

	1947	1948	1949
		('000)	
Tons	1,877	2,007	2,385
£	84,415	105,320	126,631
Principal Destinations—		('000 Tons)	
Canada	17	31	66
Australia	45	79	197
Iran	64	101	163
Union of South Africa	159	147	141
New Zealand	46	69	120
Netherlands	95	97	109
British West Africa	47	49	88
British East Africa	45	71	88
Denmark	104	90	90
India	100	66	82
Pakistan		18	39

British Exports of Iron and Steel and Manufactures

	1947	1948	1949
		('000)	
Canada	£ 796	£ 1,403	£ 2,629
Australia	2,818	5,308	10,974
Iran	2,632	5,032	7,630
Union of South Africa	6,855	8,079	7,563
New Zealand	2,235	3,696	5,713
Netherlands	3,572	4,617	5,122
British West Africa	2,234	2,746	4,858
British East Africa	1,770	3,409	5,115
Denmark	3,976	4,229	4,473
India	5,157	4,177	5,106
Pakistan		930	1,752

Exports of Non-Ferrous Metals and Manufactures to Canada Doubled

The United Kingdom more than doubled its shipments of non-ferrous metals and manufactures to Canada in 1949, in which year total exports increased by 16 per cent. The United States bought 18 per cent less than in 1948.

	1947	1948	1949
		('000)	
£	40,327	54,593	63,642
Principal Destinations—		('000)	
Canada	£ 329	£ 2,003	£ 4,564
Australia	1,249	2,429	4,228
United States	1,454	4,905	4,071
India	5,454	3,729	3,173
Pakistan		678	1,017
Union of South Africa	2,014	2,872	2,760
Sweden	2,819	2,845	2,704
New Zealand	1,199	2,261	2,667
Germany	41	883	2,521
Belgium	3,136	3,063	2,254
Netherlands	2,061	2,908	2,197
France	1,361	1,466	2,064
Brazil	590	1,211	2,042

Shipments of Cutlery, Hardware, Implements and Instruments Higher

Australia, South Africa and India are the most important United Kingdom markets for cutlery and hardware. Overall exports went up by 7 per cent and Canada's share by 10 per cent on the year. The value of exports to the United States was practically unchanged.

	1947	1948	1949
		('000)	
£	35,350	42,697	45,337
Principal Destinations—		('000)	
Canada	£ 938	£ 924	£ 1,062
Australia	3,650	5,188	5,176
Union of South Africa	3,552	4,104	4,109
India	2,754	2,653	3,330
New Zealand	1,745	1,680	2,009
Argentina	978	1,770	1,706
Netherlands	1,327	1,425	1,605
Irish Republic	1,378	1,597	1,575
British East Africa	801	1,508	1,521
Brazil	840	1,023	1,457
Sweden	915	1,408	1,227
British West Africa	804	1,104	1,402
United States	621	782	799

Foreign Sales of Electrical Goods and Apparatus Increased

Exports of electrical goods went ahead by 10 per cent and the dollar export drive produced an increase of 42 per cent in shipments to Canada and 18 per cent in the case of the United States.

One of the difficulties confronting many United Kingdom manufacturers of electrical appliances in their efforts to get established in the Canadian market was delay in securing Canadian Standards Association approval. This problem received a lot of attention during the year and arrangements are now being made in concert with the British Standards Institution, which should speed up and simplify the procedure. This should begin to produce practical results in 1950.

Wires and cables, radio and telecommunication equipment are the biggest contributors to Britain's exports in this field. Exports of domestic radio sets suffered a further decline.

	1947	1948	1949
		('000)	
£	49,372	72,629	79,107
Principal Destinations—		('000)	
Canada	£ 466	£ 733	£ 1,046
Union of South Africa	6,479	10,075	10,968
Australia	2,560	7,606	10,325
India	6,734	6,557	9,255
Pakistan		777	1,289
New Zealand	2,466	3,280	4,035
Irish Republic	2,058	2,843	2,397
Malaya	1,691	1,976	2,558
Egypt	907	2,069	2,190

Shipments of Machinery Substantially Higher

United Kingdom machinery plays a leading part in Britain's overseas trade. Total exports exceeded those of 1948 by nearly 20 per cent. India and Pakistan, Australia, South Africa and the Netherlands are the largest markets and the chief lines are textile machinery, internal combustion engines, machine tools and electrical machines. Deliveries both to Canada and the United States increased only fractionally.

During the year the conclusions reached by the British Engineering Mission to Canada were published. The Mission was impressed by the potentialities of the market for British manufactures although conscious of the difficulties. One of their recommendations was that different branches of the industry should appoint "spotters" in Canada to ensure that opportunities for business were aggressively followed up. The government approved this suggestion and undertook to lend financial support to cover the cost.

Another constructive development was the decision of a number of trade associations to organize a comprehensive exhibit of British machinery at the Canadian International Trade Fair. It is hoped that all this promotional work will bear fruit.

	1947	1948	1949
		('000)	
£	175,473	232,918	278,741
Principal Destinations—		('000)	
Canada	£ 3,636	£ 4,909	£ 4,961
Union of South Africa	14,058	19,230	22,258
India	29,873	33,655	38,946
Pakistan		1,973	3,353
Australia	10,122	17,247	23,944
Netherlands	6,180	10,083	10,647
Irish Republic	5,096	7,375	7,560
Sweden	4,447	7,435	6,903
New Zealand	4,358	6,093	7,381
Soviet Union	10,408	3,537	6,541
France	4,822	6,345	7,115
Egypt	5,168	6,825	8,032
Argentina	4,986	7,880	8,074
Brazil	4,455	6,407	8,648
Belgium	5,180	6,853	6,884
Iran	2,295	3,593	6,073
British East Africa	2,117	4,946	6,886
Norway	3,284	4,261	5,748

Coal Exports to Canada Nearly Doubled

Coal exports rose by 32 per cent and exports to Canada by nearly 90 per cent. Coal is an important factor in the bilateral trade agreements between the United Kingdom and European countries, and it is not surprising that considerable tonnages have been delivered to the continent. Exports to France went up by 120 per cent, to Denmark and Norway by 100 per cent and to Sweden by 20 per cent.

The export market is expected to remain satisfactory in 1950. The coal industry is working to an export target of 22 million tons, including 5 million tons for bunkers. Europe is becoming increasingly self-sufficient in coal, but the shortage has not yet been overtaken. The production of mined coal in Britain expanded from 181 million tons in 1946 to more than 202 million tons in 1949, an increase of 3 per cent for the year. The Coal Board estimates 1950 production will reach between 205 million and 210 million tons.

	1947	1948	1949
		('000)	
Tons	1,057	10,505	13,916
£	2,516	38,904	50,770
Principal Destinations—		('000 Tons)	
Canada	48	163	306
Denmark	21	814	1,609
Irish Republic	599	1,603	1,565
France	2	681	1,494
Sweden	2	1,069	1,295
Italy	2	798	1,119
		('000)	
Canada	£ 137	£ 597	£ 1,163
Denmark	43	3,048	5,592
Irish Republic	1,322	5,795	5,705
France	4	2,470	5,442
Sweden	4	3,880	4,584
Italy	4	3,191	4,541

Sales of Brazilian Steel Mill Set Record

Rio de Janeiro, May 12, 1950.—(FTS)—Sales by the Volta Redonda Steel Mills totalled 924·1 million cruzeiros during 1949, establishing a new record. These sales were distributed as follows: Steel products, Cr830·3 million; coal, Cr56 million; coal by-products, Cr22 million; coke, Cr3·3 million; ores, Cr2·6 million; other products, including pig iron, accounting for the balance. During 1949 production totalled 192,774 tons of pig iron, 308,188 tons of steel ingots, 225,887 tons of rolled steel, and 20,496 tons of tinplate.

Turkey Tightens Up on Compensation Deals

Istanbul, May 17, 1950.—(FTS)—Turkey has further curtailed compensation trading with countries with which she has no trading agreement, a statement to this effect having been made recently by the Director of the Turkish Office of Commerce. Canadian importers of Turkish products, such as nuts and figs, are therefore advised against opening an irrevocable letter of credit without an assurance from the Turkish exporter that an export licence has been obtained.

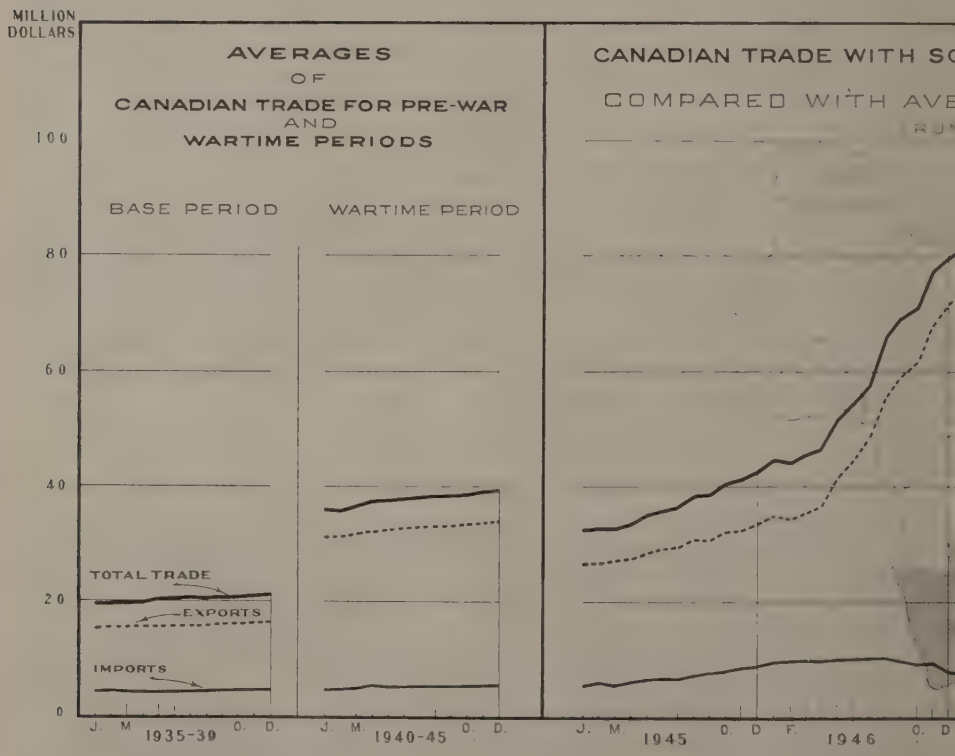
It has also been announced by the Turkish Office of Commerce that a certificate of origin must be presented for all commodities imported into Turkey under compensation before any licence will be considered.

Canadian Trade with South A

IMPORTS

Country	Twelve Months Ended March					
	Average 1935-39		1949		1950	
	Value $'000	Per cent	Value $'000	Per cent	Value $'000	Per cent
Union of South Africa	.....	.....	4,243	89·4	3,936	80·7
Other British South Africa	.....	.....	[1]	[2]	.....	.....
Northern Rhodesia	.....	.....	31	0·7	62	1·3
Southern Rhodesia	.....	.....	473	10·0	881	18·1
Total	4,293[3]	100·0	4,747	100·0	4,880	100·0

[1] Less than $1,000. [2] Less than one-tenth of one per cent. [3] Not available by countries.



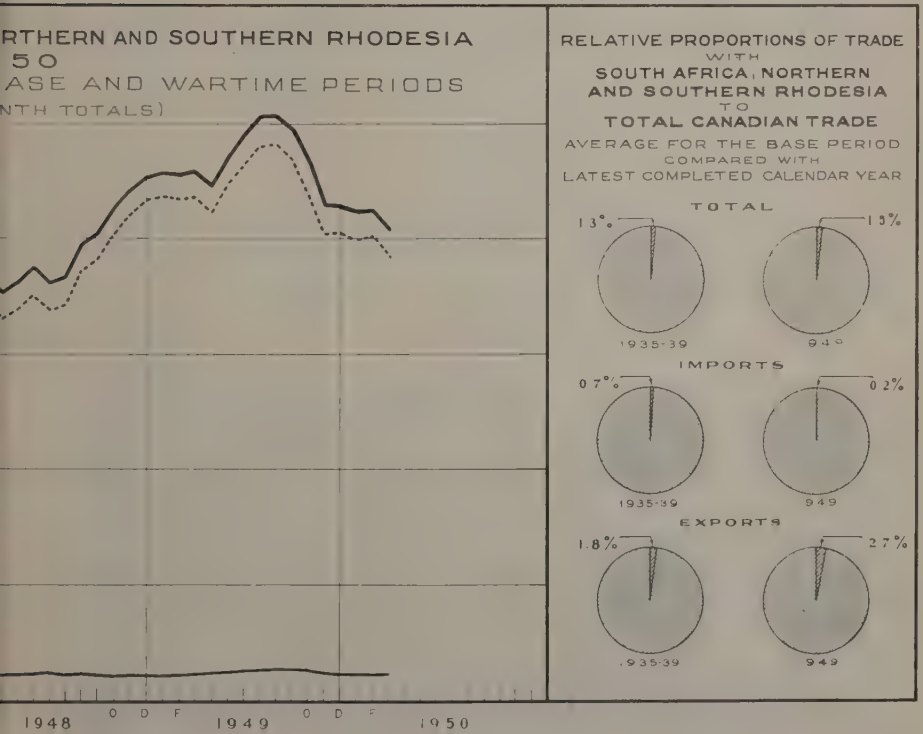
thern and Southern Rhodesia

EXPORTS

Country	Twelve Months Ended March					
	Average 1935-39		1949		1950	
	Value $'000	Per cent	Value $'000	Per cent	Value $'000	Per cent
Union of South Africa	.....	.....	83,527	95·7	73,982	96·5
Other British South Africa	.....	.....	7	[2]	12	[2]
Northern Rhodesia	.....	.....	678	0·8	485	0·6
Southern Rhodesia	.....	.....	3,029	3·5	2,189	2·9
TOTAL	15,544[3]	100·0	87·242	100·0	76,668	100·0

[1] Less than $1,000. [2] Less than one-tenth of one per cent. [3] Not available by countries.

Prepared by Dominion Bureau of Statistics



Bulk Cargoes Predominate in the National Harbours of Canada

Relatively few commodities account for considerable tonnage handled through ports—Extensive facilities provided for shipment of grain and discharge of coal and petroleum—Sailing distances from Canadian Atlantic seaboard to Europe shorter than from New York—Three of eight harbours open throughout the year.

By W. C. Perron, Traffic Officer, National Harbours Board

(Editor's Note—This is the last of three articles on the national harbours of Canada, prepared for publication in *Foreign Trade*. Air photographs used to illustrate the first two articles were taken by the Spartan Air Services, Limited, of Ottawa, the R.C.A.F., and the Aero Surveys, Limited, of Vancouver.)

RELATIVELY few commodities account for the considerable tonnage of waterborne cargo handled through the national harbours of Canada. These include grain, petroleum, coal, lumber and other forest products, wheat flour, raw sugar, sand and gravel, cement, iron ore, newsprint, motor vehicles and parts, woodpulp, and fertilizers. The most active year in the history of each port is indicated in the following table:

Cargo Tonnage Handled

Harbour	Year	Tons
Chicoutimi	1948	225,870
Churchill	1949	170,324
Halifax	1944	6,258,290
Montreal	1938	16,700,384
Quebec	1940	1,923,940
Saint John	1943	4,211,607
Three Rivers	1938	2,861,545
Vancouver	1928	9,899,787

The following table indicates the record year of each harbour, together with the total amount of ocean-going and coastal tonnage arriving:

Shipping Tonnage Handled

Harbour	Year	Tons
Chicoutimi	1948	154,433
Churchill	1948	73,483
Halifax	1941	(a) 4,500,000
		(b) 15,821,069
Montreal	1936	9,570,825
Quebec	1938	5,013,390
Saint John	1940	2,624,068
Three Rivers	1937	2,365,051
Vancouver	1949	13,820,239

(*a*) Excludes arrivals for convoy assembly.
(*b*) Includes arrivals for convoy assembly.

The national harbours of Canada have attained their present importance due, in large measure, to their strategic location and relative proximity to the principal markets of the world. Sailing distances from Halifax to European ports are between 550 and 650 miles shorter than from New York. They are between 300 and 400 miles shorter from Saint John, between 150 and 400 miles shorter from Quebec, and up to nearly 300 miles shorter from Montreal than from New York. The distance to Cape Town from Halifax is 372 miles shorter and from Saint John it is 198 miles less than

from New York. Atlantic ports of South America are closer to Halifax than to New York by 137 miles, while the principal ports of India are closer to Halifax by 535 miles.

Sailing Distances Between Ports

	Halifax	Saint John	Quebec	Montreal	New York
Antwerp	2,759	3,010	3,146	3,281	3,310
Bombay	7,618	7,866	8,006	8,141	8,153
Bordeaux	2,647	2,898	3,034	3,169	3,279
Bristol	2,462	2,712	2,842	2,977	3,013
Buenos Aires	5,701	5,849	6,286	6,421	5,838
Calcutta	9,260	9,508	9,648	9,783	9,795
Cape Town	6,423	6,597	6,973	7,108	6,795
Colombo	8,060	8,308	8,448	8,583	8,595
Hong Kong	11,046	11,294	11,434	11,569	11,336
Liverpool	2,492	2,735	2,625	2,760	3,043
London	2,719	2,969	3,106	3,241	3,270
Montevideo	5,586	5,734	6,171	6,306	5,723
Pernambuco	3,541	3,689	4,126	4,261	3,678
Rio de Janeiro	4,611	4,759	5,196	5,331	4,748
Singapore	9,606	9,855	9,994	10,129	10,141

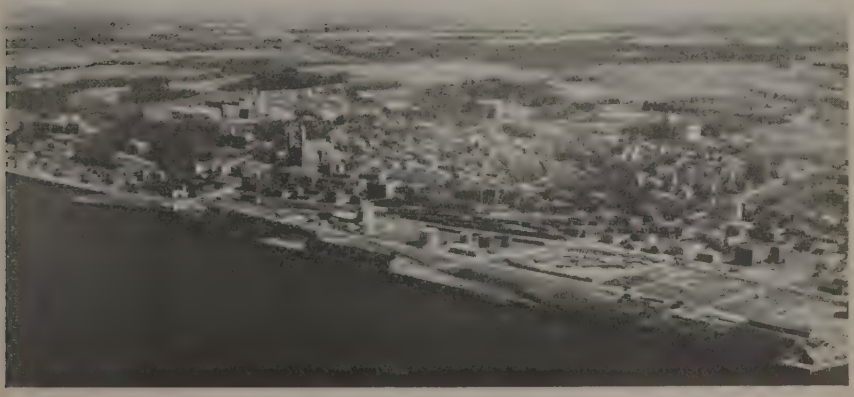
The distance from points in Western Canada to Liverpool is from 500 to 1,200 miles shorter via Churchill and Hudson Strait than by way of the Great Lakes and River St. Lawrence. Sailing distances from Vancouver compare favourably with those from United States Pacific Coast ports.

Chicoutimi is Smallest National Harbour

Chicoutimi, the smallest harbour administered by the Board, serves the highly industrialized Saguenay and Lake St. John area, noted for its production of aluminum, pulp and paper, lumber and agricultural products. It is 75 miles from the mouth of the Saguenay, and the navigation season extends from the middle of April to the beginning of December. Assets of the Board have a book value of $4,230,000 and include a wharf with seven berths for ocean, lake and river vessels, and two transit sheds with 30,000 square feet of floor space, served by the Canadian National Railways.

Chicoutimi—Situated on the Saguenay River, 75 miles from its mouth, this port is open to navigation from the middle of April to the beginning of December. Assets administered by the National Harbours Board have a book value of $4,230,000, and include a wharf with seven berths for ocean, lake and river steamers, and two transit sheds with 30,000 square feet of floor space.

Photo by Spartan Air Service, Limited.



Churchill, Man.—Grain elevator at this northern port, on the western shores of Hudson Bay, has a capacity of 2,500,000 bushels. Ocean-going arrivals in 1949 totalled 16, of 67,851 net registered tons. Imports through Churchill last year amounted to 2,000 tons and exports to 165,826 tons, wheat shipments consisting of 5,528,000 bushels.

National Film Board Photo.

Churchill is Oldest and Newest Port

Churchill is both the oldest and newest of Western Canada's seaports. Although it was discovered in 1619 by Jens Munck, son of a Danish nobleman, it was not until September, 1931, that the harbour facilities were sufficiently developed to permit of shipments being made in large volume. With an increasing agricultural production in the Prairie Provinces, there arose a need for larger markets in which to dispose of the greater surplus of wheat in competition with other countries having surpluses. It was natural that efforts should be made to develop the shortest route to Europe, and to create an outlet on Hudson Bay for produce of the prairies. Churchill is located on the estuary of the Churchill River, and is open to navigation from early in August to the middle of October.

Assets of the National Harbours Board at Churchill have a book value of over $13,000,000 and include a wharf with berthing space for four ocean vessels, one transit shed with over 82,000 square feet of floor space, and a grain elevator with a storage capacity for 2,500,000 bushels. These facilities are served by six miles of harbour railway operated by the Canadian National Railways. Three grain ships can be loaded simultaneously, and the existing facilities are designed to handle shipments of 20,000,000 bushels of grain each season.

Halifax Has Contributed to Maritime History

From the time of its founding by Cornwallis in 1749, Halifax has played an important part in maritime history. To Samuel Cunard, a merchant of that city, belongs the honour of being the first man to bridge the Atlantic with a line of steamers. The *S.S. Britannia*, about 200 feet long and 1,154 tons gross, inaugurated the service of the British and North American Royal Mail Steam Packet Company, by which name the Cunard Donaldson Limited of today was first known. She sailed from Liverpool on July 4, 1840, and arrived at Halifax thirteen days later.

Halifax is one of the worlds' finest harbours, and has an area of ten square miles that includes Bedford Basin, wide turning space and virtually no currents. It is land-locked, well sheltered, and open to navigation the year round. Assets of the Board have a book value of $30,160,000 and include wharves with 23 large and seven small ocean berths; 15 transit sheds with an aggregate floor space of 1,229,000 square feet, a 2,200,000-bushel grain elevator, a cold storage warehouse with a capacity of 1,106,000 cubic feet, a cattle shed with a capacity for 1,000 head, and ample heavy-lift equipment. The harbour railway, which has 31 miles of track, serves nearly all Board berths and sheds and is operated by the Canadian National Railways.

The ocean terminals include a quay wall with two thousand feet of berthing space, a minimum depth of water of 45 feet and three modern sheds. Many famous ships have docked at the quay wall, including the *Queen Elizabeth, Queen Mary, Mauretania, Aquitania, Andes, Ile de France, Monarch of Bermuda, Pasteur* and, in November, 1941, three well-known American passenger liners, newly converted as troopships and renamed the *America, Manhattan and Washington.* Immigration quarters, with every modern convenience for the comfort and welfare of new arrivals in this country, are located on the quay wall.

Montreal Among World's Greatest Ports

From a lowly beginning in the middle of the seventeenth century, when King Louis XIV of France, in granting Montreal to his "Company of New France", reserved to the public for all time the shore of the St. Lawrence River, the harbour of Montreal has grown from a tow path along the water front to the largest inland seaport in the world, and one of its most

Montreal—Saw-tooth wharves protect ocean ships from the pressure of St. Mary's Current, which carries the St. Lawrence River under the Jacques Cartier Bridge, also operated by the National Harbours Board. Mount Royal, around which the Canadian metropolis continues to expand, rises in the background.

Photo by Spartan Air Services, Limited.

important ocean terminals. It is located in a commanding position where ocean and inland navigation meet one thousand miles inland from the Atlantic coast, and eighty miles above tidal influence.

The harbour, which was man-made and extends for a distance of about sixteen miles along the southern side of the Island of Montreal, is open to navigation from the middle of April to the beginning of December each year. The construction of the wharves and piers has followed the shore line, and protective works have been constructed in the river to divert the main current and provide quiet water for berthing.

The extent and variety of the port facilities have been influenced, in a large way, by the volume and nature of the traffic. For the purpose of facilitating and expediting the large movement of export grain, the elevators are connected by shipping galleries to shedded berths, where general cargo is handled, as well as to some berths that are reserved for the exclusive handling of grain. Some coal wharves are equipped with transporter cranes capable of unloading a 10,000-ton ocean vessel in eight hours. Other wharves were designed and equipped for handling petroleum and petroleum products in bulk, and one wharf is set aside for handling cement.

Assets of the National Harbours Board have a book value of $67,700,000 and include ten miles of wharves, with 105 berths for ocean, lake and river vessels; twenty-seven transit sheds, of which nineteen are double-decked, with an aggregate floor space of 2,160,000 square feet; four grain elevators, with a storage capacity of over 15,000,000 bushels and conveyor galleries connected to twenty-seven ocean berths; a cold storage warehouse with a capacity of nearly 3,000,000 cubic feet; a floating crane capable of lifting 75 tons, and a terminal railway with sixty miles of trackage that serves every shed and nearly every berth in the harbour.

Quebec Has Proud and Historic Record

Few ports have such a proud and historic record as Quebec, to which European civilization was carried in 1535 with the arrival of three ships bearing the flag of France. Since then, the former Indian village of Stadacona has played an important part in the development of Canada. The harbour is situated at the confluence of the St. Charles and St. Lawrence Rivers, about 160 miles below Montreal, and extends over fifteen miles from the Island of Orleans to Cap Rouge. It is wide and deep and was the western terminus of the 42,500-ton *Empress of Britain* before World War II, when that liner was well known in the Atlantic passenger trade and carried the Canadian Pacific house flag into many ports around the world. The harbour is open to navigation from the middle of April to the middle of December.

Assets of the National Harbours Board have a book value of $29,560,000 and include wharves with twenty-four berths for ocean, lake and river steamers; ten transit sheds with an aggregate floor area of 744,000 square feet; a grain elevator with a storage capacity of 4,000,000 bushels; a cold storage warehouse with a capacity of 500,000 cubic feet; and a fish house with a capacity of 1,000,000 pounds. All deep-water berths are served by a terminal railway with twenty-three miles of trackage, and there is heavy-lift equipment capable of handling 75-ton loads. The passenger and freight terminal at Wolfe's Cove has a berthing length of 4,320 feet, and a double-deck shed 1,380 feet long and 100 feet wide.

Saint John Among Oldest Canadian Ports

Saint John is among the oldest ports in Canada, history having recorded the arrival there in 1783 of twenty ships with nearly three thousand United Empire Loyalists. It was constituted a port of entry in 1872. The harbour

Three Rivers—Situated at the confluence of the St. Lawrence and St. Maurice Rivers, and about 81 miles below Montreal, this port is open to navigation for seven and a half months in the year. Assets administered by the National Harbours Board have a book value of $7,900,000 and include wharves with 16 berths for ocean, lake and river vessels, and nine transit sheds with a floor area of 192,000 square feet. Ocean-going arrivals in 1949 totalled 168 ships, of 567,337 net tons, and cargo handled through the port totalled 2,277,012 tons, of which twenty per cent was foreign cargo.

Photo by Spartan Air Services, Limited.

is situated at the mouth of the Saint John River, sixty miles from the Atlantic Ocean. It has an area of 5½ square miles, is well sheltered, and is open to navigation the year round.

Assets of the National Harbours Board have a book value of $27,500,000 and include wharves with twenty ocean berths; seventeen transit sheds with an aggregate floor area of 884,000 square feet; a 1,500,000-bushel grain elevator with conveyor galleries serving nine ocean berths, and heavy-lift equipment with a capacity of 65 tons. The Canadian Pacific Railway operates a 1,000,000-bushel grain elevator, and the Canadian National Railways one of 500,000 bushels capacity. The 63 miles of harbour trackage are operated under a reciprocal arrangement by the Canadian Pacific Railway on the west side and the Canadian National Railways on the east side of the harbour.

Three Rivers Noted for Paper Industry

Three Rivers is situated at the confluence of the St. Maurice and St. Lawrence Rivers, midway between Quebec and Montreal and at the head of tide water. Its name was taken from the St. Maurice River, which was formerly called the "River of Trois-Rivières" because of the three large channels created by two narrow islands in its mouth. Assets of the National Harbours Board have a book value of $6,900,000 and include wharves with sixteen berths for ocean, lake and river steamers, and nine transit sheds with a floor area of 192,000 square feet. The 2,000,000-bushel elevator is owned and operated by private interests. The five miles of harbour railway are operated by the Canadian Pacific Railway. The season of navigation extends over 7½ months.

The inland water traffic of Three Rivers far exceeds that involving ocean-going vessels, due largely to its importance as a producer of newsprint. The total cargo handled by this port last year amounted to 2,568,000 tons, of which 1,396,000 tons consisted of pulpwood received and 84,420 of newsprint shipped. Grain and bituminous coal receipts accounted for nearly one million tons.

Vancouver One of World's Largest Natural Harbours

Vancouver is linked with the historic and romantic era of Captain George Vancouver, an English naval officer who discovered in 1792 the inlet that comprises the greater part of the harbour. The completion by the Canadian Pacific Railway of its transcontinental line from Montreal in 1885, and that of the Panama Canal in 1914, were largely responsible for the development of this port. Vancouver is one of the largest natural harbours in the world, having an area of 49 square miles, while the main section is nearly eight square miles in area. It is land-locked, free of heavy winds and ice, and open to navigation the year round.

Assets of the National Harbours Board have a book value of $25,090,000 and include wharves with seventeen ocean berths and two coastwise berths; seven transit sheds with a floor area of 551,000 square feet; four grain elevators with a total storage capacity of nearly 9,800,000 bushels; storage tanks with a capacity of 470,000 imperial gallons for fish, mineral and vegetable oils; open wharves, booming grounds and scow pools for the storage and shipment of timber; a special dock with a small ice plant and freezing equipment for processing fish, and 20,000 square feet of shed space for fish booths; and thirty-five miles of terminal railway. Other interests operate facilities that include wharves with 30 ocean berths and 50 coastwise berths; transit and storage sheds with a floor area of 844,000 square feet; three grain elevators with a combined storage capacity of over 8,900,000 bushels and 40 miles of terminal railway.

Board Has Elevators at Prescott and Port Colborne

The National Harbours Board is also responsible for the operation of grain elevators at Port Colborne and Prescott, Ontario, which are important links in the chain through which grain from the Prairie Provinces flows to the eastern seaboard. The 5,500,000-bushel elevator at Prescott is the most easterly at which large upper lake vessels may transfer their cargoes to smaller "lakers" capable of negotiating the St. Lawrence canal system. Grain is also transferred to railway cars. The 3,000,000-bushel elevator at Port Colborne, situated at the southern or Lake Erie entrance to the Welland Ship Canal, is used for the transfer of grain from upper lake vessels to smaller "lakers" and railway cars.

Brazil to Have Exportable Surplus of Cotton

Rio de Janeiro, May 12, 1950.—(FTS)—Brazil's present cotton crop, the largest in the last few years, will leave an exportable surplus of some 280,000 tons. Of this total, it is estimated that 100,000 tons will be exported to Great Britain and 30,000 tons each to Germany, Italy and France.

Price of Spanish Oranges Twice That of Californian

Madrid, April 29, 1950.—(FTS)—According to well informed sources, recent discussion of the citrus fruit trading situation by the Congress of Agrarian Engineers brought out the following points: Although, before 1936, the price for Spanish oranges was less than that of California oranges, it is now twice as high; home demand has greatly risen since the war; the demand of the fruit industry is 150,000 tons. It was suggested during the discussion that an export plan for fruits and vegetables should be developed, co-operatives set up, products and packing standardized, prices established, and half of the currency proceeds left to the exporter. It was also suggested that the exportable surplus should be sold at any price, if necessary, and the "navel orange substituted for the ordinary variety to meet the competition".

Dutch Dairy Industry Protests Milk Powder Imports

The Hague, April 27, 1950.—(FTS)—The Dutch dairy industry is reported to be showing some concern over the importation of feed skim milk powder from the United States. As a consequence, the industry has asked for a guarantee for the sale of domestic skim powder and skim milk.

The industry points out that for the first time since the war supplies of fertilizers are not rationed and, with more grass, a greater yield of milk is anticipated; at the present time it is running 21 per cent above 1949 levels. With the large seasonal increase due to begin in May, difficulty in disposing of all skim milk either for fodder or for processing is anticipated. It is expected that even the increase in hog numbers will not absorb the surpluses.

The Ministry of Agriculture point out that the 2,500-ton sample is being imported to test the usefulness of the product as a protein supplement to supplant more expensive feedstuffs and it is not yet decided whether the remaining 20 thousand tons will be purchased.

Fish and Fish Products Are Under Import Control in the Philippines

Items, excepting canned salmon and sardines, classed as controlled non-essential products—Canned fish purchased during first quarter of 1950 amounted to 187,116 cases, of which the bulk was obtained from the United States.

By W. D. Wallace, Assistant Canadian Government Trade Commissioner

MANILA, May 2, 1950.—Canned fish imported by the Philippines during the first four months of this year amounted to 187,116 cases of 48 fifteen-ounce tins, of which 177,649 cases consisted of sardines, 5,017 cases of pilchards, 3,065 cases of salmon (chum), 1,155 cases of squid, 200 cases of mackerel and 30 cases of herring. The United States provided the bulk of these imports, but 640 cases of canned salmon from Canada were received in April.

Small quantities of dried and fresh fish, including shrimps, were also imported during the first quarter, the greater proportion of which came from the United States, though small shipments of dried fish have been received from Hong Kong. Imports during this period were: Dried shrimp, 57,016 kilograms; salted and dried fish, 34,187 kilograms; dried codfish, 270 kilograms; and fresh fish, 2,601 kilograms.

Imports of all fish from the United States are free of duty, while fish from Canada and other countries are subject to the following rates of duty:

Salted or dried codfish, gross weight, 100 kilograms, $1.60;
Fish in cans, glass or jars:

(*a*) Cod, herring, mullet, haddock, salmon and mackerel, plainly prepared and simply preserved, sardines in oil or tomato sauce, fifteen per centum ad valorem.

(*b*) Other common preserved fish, shellfish, and sea food, not otherwise provided for, twenty per centum ad valorem.

(*c*) Fish, shellfish, sea food, and preparations thereof, including anchovies, merluza, angular, awabi, sardines not otherwise provided for, lampreys, whiting, turtle, fish roe, eels in jelly, sharks' fins in any form, shrimp, bloater and fish pastes and butters, and similar products of delicatessen class, twenty-five per centum ad valorem.

Fish, not otherwise provided for:

(*a*) Fresh, with only the salt indispensable for preservation, gross weight, one hundred kilos, four dollars and fifty cents.

(*b*) Dried, salted, smoked, or pickled, in bulk, gross weight, one hundred kilos, three dollars and seventy-five cents.

Oysters, clams and shellfish, in bulk, not otherwise provided for, and fresh oysters in cans, gross weight, one hundred kilos, five dollars.

The following are the average current c.i.f. prices, Manila, for imports of canned fish, per case of 48 15-ounce tins: Sardines, $7.00; salmon (chum), $12.00; pilchards, $5.00; mackerel, $6.50; squid, $5.25.

Retail prices vary from store to store for each item and there does not appear to be any standard mark up. Retail market is very speculative.

Under the existing Philippine Import Control regulations, the importation of all fish, with the exception of canned salmon and canned sardines,

and dried, salted, smoked, or cured salmon and sardines had been reduced by 60 to 80 per cent from the c.i.f. value of imports for the base year 1948. Canned salmon and sardines and dried, salted, smoked, or cured salmon and sardines are under import control and must not exceed the value of the imports of these commodities for the base year 1948.

In addition to the above, there is also a Foreign Exchange Control over these products, and, under regulations of the Foreign Exchange Control Board, only letters of credit up to 72 per cent of the value of letters of credit issued for these commodities in 1949 can be obtained by importers.

The present import control law expired on April 30, but has been extended to May 18 to allow time for a new bill to be enacted. This is expected to become law this month. Under the proposed new law, fish and fish products will be considered controlled non-essential imports, with the exception of canned salmon and sardines, which will still be subject to import control however. Dried, salted and smoked or cured salmon and sardines will be reduced from the total c.i.f. value of 1948 imports by not less than 60 per cent and not more than 80 per cent.

Labour and Industrial Relations in India Substantially Improved in Past Year

Labour disputes and number of workers involved decreased in 1949—Fair wages studied by committee of Central Advisory Council of Labour, and recommendations accepted by government—Works committees set up in industrial establishments.

By Richard Grew, Commercial Secretary for Canada

(One rupee equals $0.2310 Canadian)

NEW DELHI, April 15, 1950.—Labour and industrial relations in India were substantially improved during 1949. Labour disputes during the past year numbered 914, as compared with 1,259 in 1948, and 1,611 in 1947, according to an official review of the activities of the Labour Ministry. The number of workers involved in disputes in 1949 totalled 684,188, as compared with 1,059,120 in 1948, and 1,840,784 in 1947. Man-days lost last year totalled 6,580,887, of which strikes accounted for 3,410,453, and lockouts for 3,170,434. This figure compares favourably with the loss of 7,837,173 man-days in 1948, and 16,562,666 in 1947.

During the year a committee was set up by the Central Advisory Council of Labour to study the question of fair wages, and their recommendations have been accepted by the government, and legislation to implement them is being considered. No agreement could be reached, however, on the question of profit-sharing.

A major task accomplished by the ministry has been the constitution of works committees in industrial establishments employing 100 or more workmen. More than 300 works committees were set up, from January to September, 1949, in establishments coming within the central sphere alone. An ordinance was also passed by which the central government took control over disputes in banking and insurance companies with branches in more than one state.

Two important bills, The Mines Bill and the Industrial Disputes (Appellate Tribunal) Bill, are awaiting final consideration by Parliament. The Mines Bill would bring the provisions regulating labour and safety in mines in line with those contained in the Factories Act, 1948; and the

Industrial Disputes Bill seeks to set up a tribunal to hear appeals from the decisions of industrial tribunals. Two other bills, the Labour Relations Bill and the Trade Unions Bill, have recently been introduced in Parliament.

The Coalmines Labour Welfare Fund incurred an amount of about Rs.6,300,000 in public health protection, women and children's welfare, and the construction of miners' quarters in various mining districts. The review states that, during the year, 200,000 employees joined the Coalmines Bonus Scheme and the Coalmines Provident Fund Scheme, and over Rs.11,500,000 had been contributed to the fund by workers and employers equally. About Rs.4,000,000 is distributed quarterly to colliery workers as bonus.

Thirty-two District Employment Offices Opened

Thirty-two district employment offices have been opened, mainly in the United Provinces and Bihar, during the year, financed by the respective provincial governments. There are now 54 employment exchanges and 55 district employment offices in India. Eleven employment offices located in the former Indian states will also be taken over, effective next April. The number of persons who registered for employment last year was 1,066,351, as against 870,904 during 1948. The number of persons placed in employment was 256,809, as compared with 260,088 in 1948.

The Labour Ministry has also prepared a scheme for housing factory workers and plantation labour, and financial provision for the scheme has been made in the current budget. Conferences have also been held with plantation owners with a view to improving the working conditions of plantation labour.

Another important activity of the Ministry of Labour has been participation in international labour conferences. As a result, the government has ratified several International Labour Office conventions, concerning labour inspection in industrial and commercial undertakings, and night work for women and young persons employed in industry.

Canadian Concern to Mine Gold and Diamonds in British Guiana

Port-of-Spain, April 27, 1950.—(FTS)—A Canadian concern, the Tropical Gold and Diamond Mining Company Limited, has been formed to operate in British Guiana. A 99-year lease on gold concessions owned by El Dorado Gold Mines Ltd. has been taken out. These mines are reported to have produced already over 33,000 ounces of gold. The company will also do exploratory work for diamonds on a government concession.

Spain Seeks Foreign Capital

Madrid, May 13, 1950.—(FTS)—Foreign capital and technique are sought by Spain, which is prepared to transfer dividends, royalties, patent and other payments in the currency of origin. A statement to this effect was made by the Minister of Industry and Commerce in reply to a question in Parliament concerning foreign investments and industrialization. Although the maximum ceiling for foreign capital participation is at present 25 per cent, the government is empowered to authorize a larger percentage.

The Minister appreciated the importance of private initiative, but declared that the government could not waive its right to employ all legal means at its disposal to advance the economic development of the country. If import controls were to be lifted, catastrophe would ensue within a week.

Jamaican Sugar Output Expected To Establish Record This Year

Estimated yield is approximately 270,000 tons—Discussions proceeding with British Ministry of Food for new sugar contract—Rum markets in Canada and United States slightly improved—Pimento crop was smallest in many years—British market for cigars drastically reduced.

By M. B. Palmer, Canadian Government Trade Commissioner

(Editor's Note—This is the last of two articles on economic and trade conditions in Jamaica. One pound equals $3.08 Canadian.)

KINGSTON, May 4, 1950.—Agriculture contributes substantially to the economy of Jamaica, and sugar has for some years been the most important crop. It is estimated that production this year will set a new record of some 270,000 tons, taken from an area that has reached 88,000 acres. Weather conditions have been favourable and, with the exception of several estates on which operations were delayed by strikes, production has been according to schedule.

The present contract with the British Ministry of Food runs until 1952. This year's price remains at £30 10s. c.i.f., from which £3 10s. is deducted for freight, rehabilitation, welfare, etc., leaving a net of £27 to the manufacturer, in addition to the preference certificates which bring him a further revenue of 15s. per ton.

Discussions continue with the United Kingdom authorities in respect to a new five-year contract running from 1953 for the sugar producing colonies in the Caribbean area, prices to be negotiated annually. The British Government has proposed that sugar production in the British Caribbean area should be restricted to 850,000 long tons annually, out of which only 630,000 tons would be subject to price negotiation each year, the balance of 220,000 tons to be sold at the world price, plus Imperial Preference Certificates of 15s. per ton. The West Indian Sugar Manufacturing Associations are not satisfied with this proposal, as it is feared that the world price would be determined at the average price received by Cuba and other sugar producing countries on surplus sugars, after fulfilment of fixed contracts which might be disposed of regardless of price.

Slight Improvement in British and Canadian Rum Markets

The rum market in both the United Kingdom and Canada has shown some slight improvement in recent months, and the German market has been re-opened to Jamaica in a small way. However, it appears obvious that unless there is some reduction in the excise duties in the United Kingdom, there is little hope of regaining the volume of trade enjoyed during the war and postwar period. By the decision of the Jamaica Sugar Manufacturers' Association to cut production of rum on the 1950 and subsequent crops, to a maximum of 20,500 puncheons annually, a reduction of 25 per cent, it is hoped that the present overstocked position will adjust itself over the next few years.

Weather conditions have not been altogether favourable for bananas, due to an uncommonly cool winter, a shortage of rainfall in some areas and also the effects of a moderate windstorm at the eastern end of the island early in March. As a result, the heavy reapings are not likely to be coming in before August.

The government continues to purchase bananas from the growers and to sell direct to the British Ministry of Food under a contract expiring at the end of 1952. The price which is determined by negotiation each year, has remained at £32 per ton since 1948, while the grower receives 7s. 2d. per count bunch.

It is estimated that the export of bananas this season will reach 7·5 million stems and reflect a grading of 58 per cent, equivalent to 4,350.000 counts. The expected increase in production is due largely to expansion in the cultivation of the "Lacatan" variety which is not affected by Panama disease. From January 1 to April 23, the 1950 "Lacatan" reapings amounted to 76,468 stems, as compared with 3,815 stems and 7,079 stems for similar periods in 1948 and 1949, respectively. The following figures show the comparative reapings of both varieties:

Banana Reapings in Jamaica

	1949 Jan. 1-April 23	1950 Jan. 1-April 23
	(Stems)	
Gros Michel	1,617,921	1,498,347
Lacatan	7,079	76,468
Total	1,625,000	1,574,815

No figures yet are available as to the island's citrus production for the past season, but it is believed that the crop came well up to the estimate. The season's shipments of fresh fruit amounted to 380,529 boxes, 200,000 boxes of which were sweet oranges and 180,000 boxes were grapefruit. The major portion of the fruit, 317,000 boxes, went to Great Britain and 60,000 boxes went to New Zealand, the remaining 3,000 going to the dependencies, Curaçao, etc. The price to the grower of fresh fruit remains unchanged at 6s. per box.

Britain to Buy Output of Concentrated Orange Juice

The British Ministry of Food will discontinue in May the purchase of fresh citrus fruit from Jamaica. In future, all importations into Great Britain, therefore, will have to be arranged with importing houses. A contract has now been entered into between the British Ministry of Food and the Citrus Growers' Association, under which the British Ministry of Food undertakes to purchase the island's entire production of concentrated orange juice, up to 2,750 tons annually, for ten years. This will require more than double the present production of sweet oranges. The new citrus concentrate factory which is being erected for the Citrus Growers' Association is progressing satisfactorily and it is expected that it will be ready in time for the new crop commencing in October.

Although the production of coconuts is gradually increasing, there is no early prospect of resuming the export of nuts and copra, prohibited following the 1944 hurricane. The following figures show the bettering position this year, of copra deliveries to the Coconut Industry Board:

Jamaica Production of Copra

	1949	1950
	(Tons)	
January	436	608
February	529	671
March	537	709

However, these quantities are considerably short of the island's domestic requirements, estimated at 11,000 tons per annum, for the manufacture of soap, edible oils and margarine. The official price to the grower remains unchanged at 12s. per unit of 135 pounds of nuts.

The government controls the marketing of all coffee grown in Jamaica with the exception of the "Blue Mountain" variety. The production is sold to the British Ministry of Food under a five-year contract, expiring in 1952, at a price agreed upon annually. Reapings in the past few years have been disappointingly small, with the prospect of less than 2,500 tons for the current crop. The government is working on a rehabilitation scheme in order to expand the industry, but it will be some years before any worthwhile results are evidenced. Due to the world shortage, there has been a strong demand for Jamaica coffee in England, and the Department of Commerce and Industries was recently successful in negotiating a price of 145s. to 226s. per 100 pounds, depending on the grade. The retail price of the "Blue Mountain" variety, which is the type sold locally, jumped recently from 1s. 8½d. per pound to 3s. per pound, in line with the world market.

The cocoa crop is just coming in and the prospects appear good with demand continuing strong. Shipments are chiefly to Canada, and in addition a substantial quantity is being used locally for the manufacture of cocoa butter and cocoa powder, mostly for export.

Output of Tomatoes Higher

Tomato production expanded further in the past season to an 11,000-ton crop, which was 4,000 tons greater than in the previous year, and had an f.o.b. value of £315,000. The fresh fruit hit glutted markets in the three principal outlets of Canada, the United States and Great Britain, greatly reducing returns to the growers who operate on a co-operative basis.

The harvesting of the ginger crop now is practically completed and indications are that it will be slightly less than the 1949 outturn of 886 tons for export. There has been an unprecedented demand for Jamaica ginger this year, due to an extremely short crop in Africa. Growers are receiving as high as £14 per 100 pounds for the current crop as compared with the high of £6 10s. a year ago.

The 1949 pimento crop of approximately 1,600 tons was the smallest in many years and, as a result, the price on foreign markets has increased substantially. Apart from a small supply of inferior grade obtained in Mexico, Jamaica is the only source of supply for pimento or "all-spice", as it is commonly known abroad. Export figures show that 4,300 tons of pimento were shipped in 1949 largely from accumulated stocks of previous crops. Before devaluation, the f.o.b. price was 104s. 6d. per cwt., or to dollar buyers, 19 cents per pound. Since that time the price has increased currently to 150s. per cwt. with the dollar purchase price remaining the same. It is estimated the 1950 crop will be around 2,200 tons.

Heavy import and excise duties have drastically reduced the market for cigars in Great Britain and exports from Jamaica were only 13 million pounds in 1949 as against 16·4 million pounds in 1948. However, the cigar industry apparently has adjusted itself to changed conditions without serious consequences. Fields formerly given over to the growing of filler and binder tobacco for the manufacture of cigars, are now being turned into the growing of a Virginia type of tobacco for shipment overseas in bulk.

There has been little change in the cattle situation. The controlled price for beef cattle continues at 95s. per cwt. delivered Kingston and 90s. per cwt. at country points. The recent increase in the price of codfish, as a result of devaluation, plus the removal of 3d. per pound subsidy, has increased the demand for beef by the labouring class, and the rate at which Jamaica's cattle herds are being reduced is causing concern.

Norway Was Largest Customer for Ships Launched in Sweden During Past Year

Seventy per cent of tonnage built by shipyards was for foreign account—Norway has on order or under construction 60 per cent of the gross tonnage—Sweden is building 15 per cent of world tonnage—Postwar boom drawing to a close.

STOCKHOLM.—(FTS)—Seventy per cent of the tonnage launched from Swedish shipyards last year was for foreign account, shipbuilding therefore being classed as an export industry. Norway was the largest customer, having on order or under construction 60 per cent of the gross tonnage, while Argentina, Denmark, Iceland, the Netherlands, Panama, Poland and the Soviet Union accounted for 10 per cent, the remaining 30 per cent being for Swedish owners. It has been estimated that Great Britain is building 50 per cent of the world tonnage under construction, Sweden 15 per cent, and the United States 12 per cent.

Preliminary figures indicated that there were some 60 vessels, of 250,000 gross tons, under construction in Sweden at the end of last year. An additional 130 vessels, of 840,000 gross tons, were on order in Swedish yards. Compared with the 1948 year-end figures of 203 ships on order, and a tonnage of 1,938,700, it is apparent that the postwar boom is drawing to a close.

An analysis of the figures for 1943-49 indicates that, on the average, ships are being built and equipped with more horsepower in the main engines. As a result, many of the new merchant ships have a speed of from 19 to 20 knots. Nearly all ships of this class have accommodation for up to 12 passengers.

The majority of the ships built by Swedish yards during recent years were from 4,000 tons to 10,000 tons dry cargo ships and between 8,000 and 30,000 tons tank ships. During the same period many warships have been built, also passenger ships and whale factories. Practically all ships over 3,000 tons built in Sweden are propelled by diesel motors.

The docking and repair facilities are very good. In Göteborg there are a dry dock and six floating docks with lifting capacity of up to 23,500 tons. In Malmö there are a dry dock and two floating docks, the dry dock taking ships up to 597 ft. in length. At the Öresundsvarvet, in Landskrona, there are a dry dock for ships up to 621 ft. in length and a smaller floating dock. There are also docks at Oskarshamn, Stockholm, Härnösand and Hälsingborg.

Yards Modernized and New Techniques Adopted

The improvement is the result of extensive modernizations, improvements and extensions. Practically all the shipyards have embarked upon and have largely completed impressive development programs. For example, Götaverken embarked on the construction of engines of their own design and since their acquisition of the Öresundsvarvet shipyard of Landskrona, Götaverken builds all the engines for ships turned out by that yard too, as well as for other shipyards. The Eriksberg shipyard has adopted American pre-fabricated methods in shipbuilding and has replanned its shipyard to make it suitable for the new technique.

Much of the progress made by the Swedish shipbuilding industry has been due to these improvements, although also to a high degree to the industry's reputation for superior quality products. An illustration of the modern nature of the work contracted by Swedish shipyards is the

fact that, with the exception of one small steamer, all the ships launched during 1948 were motor ships, and of these, 13 vessels of more than 100,000 tons were oil tankers. No less than 20 ships were electrically welded throughout.

Although the postwar boom seems to be about ended, the Swedish yards, having undergone a thorough modernization and having a high reputation should be well equipped to meet the international competition which is beginning to make itself felt.

Export Price for Olive Oil Quoted

Madrid, May 6, 1950.—(FTS)—The new export price for olive oil is given as $46.00 per 100 kilograms, in the publication *Economista*.

Note Circulation of Bank of Spain Higher Last Year

Madrid, April 29, 1950.—(FTS)—Net profits of the Bank of Spain in 1949 were 95·6 million pesetas. Fiduciary circulation rose by 1,173 million pesetas, an increase of 4·43 per cent, as compared with 1·76 per cent in 1948. The treasury account remained overdrawn almost the whole year.

Potato Prices Removed from Control in Spain

Madrid, April 29, 1950.—(FTS)—Prices for potatoes are no longer under control in Spain, under a decree of March 24, 1950, published by the Ministry of Trade and Industry and the Ministry of Agriculture. The free sale of potatoes on the Spanish market has been authorized by the Minister, to guarantee better distribution and to help the trade and transportation of this product.

An official publication of the Syndical co-operatives of Biscay stated that, in that region, considerable quantities of potatoes, which were immobilized by the Control Board, rotted and caused substantial losses to the producer and the public. Imported potatoes, which are used to regulate the free potato market, are sold at 1·55 pesetas a kilogram, with 1 to 2 kilograms per ration card.

Norwegian Firm Starts Production of Magnesium Oxide

Oslo, May 6, 1950.—(FTS)—HEFA (Herøya Electro-Chemical Factories A/S), a subsidiary of Norsk Hydro, will start the production of magnesium oxide next summer. Initial annual plant capacity will be about 9,000 tons which may be increased to 18,000 tons. The raw materials will be sea water and chalk or dolomite stone. Sea water contains magnesium in the form of magnesium chloride. The usual process is to precipitate magnesium hydroxide by using chalk powder, which is then cleansed, filtered, dried and calcinated to burnt oxide.

Domestic dolomite, which is found in large quantities at various places in Norway, has been found to be superior to chalk in this process. It is estimated that 25,000 tons of dolomite will be required by the plant the first year. Dolomite has many other uses. It is employed as fireproof stone, made into "sorel" cement, used as an insulating material and as a filled in finer quality papers. Certain quantities are also used in the rubber and cosmetic industries.

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.
Brockville—Chamber of Commerce.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Edmonton—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.
Gananoque—Chamber of Commerce.
Granby—Chamber of Commerce.
Guelph—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kingston—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Moncton—Canadian Manufacturers' Association.
Montreal—Montreal Board of Trade.
Quebec City—Board of Trade.
Regina—Chamber of Commerce.
Saint John—Board of Trade.
Sarnia—Chamber of Commerce.
St. Catharines—Chamber of Commerce.
Saskatoon—Board of Trade.
St. John's—Department of Trade and Commerce, Stott Building.
Toronto—Canadian Manufacturers' Association.
Vancouver—Department of Trade and Commerce, 355 Burrard Street.
Victoria—Department of Trade and Industry.
Welland—Board of Trade.
Windsor—Chamber of Commerce.
Winnipeg—Canadian Manufacturers' Association.
Woodstock (N.B.)—Board of Trade.

J. M. Boyer, Canadian Government Trade Commissioner in Cairo since October, 1947, commenced his tour of this country on May 22 in Windsor, Ont. Besides Egypt, his territory includes Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, Hashemite Kingdom of the Jordan, Iraq, Lebanon, Saudi Arabia and Syria.

Toronto—May 29-June 15.
Saint John—July 25-26.
Halifax—July 28.
Vancouver—August 21-26.
Winnipeg—September 5.
Ottawa—September 8-12.
Kingston—September 13.
Gananoque-Brockville—September 14.
Montreal—September 15-30.

A. W. Evans, Commercial Secretary for Canada in Havana since January, 1949, commenced his tour of this country on May 29 in Toronto. Besides Cuba, his territory includes the Dominican Republic, Haiti and Puerto Rico.

St. Catharines—June 12.
Welland—June 13.
Brantford—June 14.
London—June 15.
Windsor-Walkerville—June 16.
Kitchener-Guelph—June 19.
Kingston—June 21.
Montreal—June 22-July 4.
Quebec—July 5.
Saint John, N.B.—July 7-11.
Halifax—July 13-15.
St. John's, Nfld.—July 17.

Yves Lamontagne, Commercial Counsellor for Canada in Berne since July, 1948, commenced his tour of this country on May 29 in Toronto. Besides Switzerland, his territory includes Austria, Czechoslovakia and Hungary.

Montreal—June 12-16.
Quebec City-Arvida—June 19-20.

J. P. Manion, Commercial Secretary for Canada in Paris since May, 1948, commenced a tour of this country on March 13 in Ottawa. Besides France, his territory includes Algeria, French Morocco and Tunisia.

Kitchener—June 12.
Guelph—June 12.
Brantford—June 13.
Hamilton—June 14.
St. Catharines—June 15.
Welland—June 16.

Paul Sykes, Canadian Government Trade Commissioner in Singapore since March, 1947, commenced his tour of this country on May 4 in Brockville. Besides Singapore, his territory includes Brunei, Federation of Malaya, Indonesia, North Borneo, Sarawak and Thailand.

Montreal—June 8-17.
Toronto—June 19-27.
Ottawa—June 29-30.

Canadians May Visit Italy Without a Visa

Canada and Italy have concluded an agreement modifying their visa requirements for temporary visitors. Commencing on June 1, 1950, Canadian citizens who are bona fide non-immigrants (visitors, not seeking employment or permanent residence), and who are in possession of valid Canadian passports, may visit Italy for periods each not exceeding three consecutive months without previously obtaining an Italian visa.

Italian citizens, who are bona fide non-immigrants coming to Canada, and who are in possession of valid Italian passports, may receive visas free of charge from the Canadian Embassy in Rome. These are valid for an unlimited number of entries to Canada over a period of twelve months from the date of issue.

Canada has concluded similar agreements during the last year with Switzerland, Liechtenstein, Sweden, Denmark, Belgium, Luxembourg, the Netherlands, Norway and France.

More Inquiries Received at B.I.F.

London, May 24, 1950.—(FTS)—Seventy-three per cent of the inquiries received by Canadian officials at the British Industries Fair were from individuals interested in exporting to Canada, and 16 per cent from individuals interested in Canada as a source of supply. Four per cent of the inquiries pertained to the possible establishment of branch plants in Canada.

In addition to the exhibit at Earl's Court, London, Canada had an information booth at Castle Bromwich, Birmingham, at which 70 per cent of the inquiries concerned exports to Canada and ten per cent pertained to the establishment of branch plants. There were 128 inquiries received at the Canadian stand in London and 111 at the booth in Birmingham. The aggregate is higher than last year.

Representatives of the following countries displayed interest in Canadian products: Belgium, France, India, Iran, the Netherlands, Pakistan, South Africa and West Africa, in addition to Great Britain.

Interest in Canada as a market for their respective products was shown by individuals from the following countries: Belgium, Ceylon, India, the Netherlands, Switzerland and West Africa, in addition to Great Britain.

Any inquiries requiring action have already been handled by Canadian commercial representatives in the United Kingdom.

Trade and Tariff Regulations

Validity of Colombian Licences Extended

Bogotá, June 2, 1950.—(FTS)—All Colombian import licences in force on May 31 have had their period of validity extended by one additional month, in accordance with Resolution No. 47 of the Colombian Exchange Office.

Costa Rica Has Two Rates of Exchange

Guatemala City, May 23, 1950.—(FTS)—Two legal exchange rates have been in effect in Costa Rica since April 1, 1950, the official rate of 5·60 colones to the United States dollar, and the free rate, which is a legalization of the former street rate.

The official rate applies in the case of all exports and in the case of imports of articles included in the "preferential" category. In the case of these imports, an application for exchange must be submitted to the Banco Central.

For the importation of articles in all the other categories, the free rate applies and dollars or other currencies may be bought at the banks, at a rate fluctuating according to the law of supply and demand. No applications for exchange are necessary, but there is a surcharge to be paid at the official rate. This surcharge varies according to the category and is as follows:

	Per cent
Preferential category	10
First category	10
Second category	55
Third category	75
Fourth category	100

The banks have been permitted to buy dollars at the free rate, as from Saturday, May 6. The free rate will be established by the Banco Central each day. It has been 8·00 colones to the dollar since May 6, while on the street quotations were 8·1 to 8·2. On May 23, the bank auctioned some $200,000 and transactions were effected at an average rate of 8·25 with a maximum of 8·32.

(Editor's Note.—Information concerning the official lists of articles in the five categories is available from the International Trade Relations Division, Department of Trade and Commerce.)

Jamaica May Issue Import Quotas for Certain Paper Products

Kingston, May 19, 1950.—(FTS)—Dollar quotas may shortly be issued to Jamaican importers of certain paper products. Canadian exporters of newsprint and printing papers should forward quotations and data to their representatives in Jamaica. Kraft wrapping paper may also be included, but it is unlikely that other paper products, such as toilet paper and paper bags, will receive consideration at this time.

DATA FOR EXPORTERS COMPILED

Information, of particular interest to Canadian exporters, concerning shipping documents and customs regulations of foreign countries, is being compiled by the International Trade Relations Division. Countries concerning which such information is now available in a revised form are: Belgium, Belgian Congo, Cuba, Denmark, Dominican Republic, Egypt, Greece, Guatemala, Haiti, Italy, Mexico, Netherlands, Netherlands Antilles, Nicaragua, Norway, Panama, Surinam (Netherlands Guiana), Sweden, Switzerland and Venezuela. Data on other countries will be made available from time to time.

Foreign Trade Service Abroad

Cable address:—Canadian, unless otherwise shown.
Note.—Bentley's Second Phrase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. Brown, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.

Territory includes Paraguay and Uruguay.

Buenos Aires — W. B. McCullough, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

Australia

Sydney—C. M. Croft, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952 G.P.O.

Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. Fraser, Commercial Secretary for Canada, 83 William Street.

Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. Ausman, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.

Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. Macdonald, Commercial Counsellor, Canadian Embassy, 46 rue Montoyer.

Territory includes Luxembourg.

Brazil

Rio de Janeiro—D. W. Jackson, Commercial Secretary, Canadian Embassy, Edificio Metropole, Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—C. J. Van Tighem, Commercial Secretary for Canada, Canadian Consulate, Edificio Alois, Rua 7 de Abril, 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—Acting Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.

Territory includes Bolivia.

China

Shanghai—Acting Commercial Secretary for Canada, 27 The Bund, Postal District (0).

Territory includes Taiwan (Formosa).

Colombia

Bogotá—H. W. Richardson, Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.

Territory includes Canal Zone and Panama.

Cuba

Havana—A. W. Evans, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.

Territory includes Dominican Republic, Haiti and Puerto Rico.

Egypt

Cairo—J. M. Boyer, Canadian Government Trade Commissioner, Osiris Building, Sharia Walda, Kasr-el-Doubara. Address for letters: Post Office Box 1770.

Territory includes Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, the Hashemite Kingdom of the Jordan, Iraq, Lebanon, Saudi Arabia and Syria.

France

Paris—J. P. Manion, Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.

Territory includes Algeria, French Morocco and Tunisia.

Paris—J. H. Tremblay, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Address for letters: 3 rue Scribe.

Germany

Frankfurt am Main—W. Jones, Acting Canadian Commercial Representative, Canadian Consulate, 145 Fuerstenbergerstrasse.

Cable address, Canadian Frankfurt-Main.

Greece

Athens—T. J. Monty, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.

Territory includes Israel.

Guatemala

Guatemala City—J. C. Depocas, Canadian Government Trade Commissioner, No. 20, 4th Avenue South. Address for letters: Post Office Box 400.

Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Foreign Trade Service Abroad—Continued

Hong Kong

Hong Kong—K. F. NOBLE, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes French Indo-China and South China.

India

New Delhi—RICHARD GREW, Commercial Secretary, Office of the High Commissioner for Canada, 4 Aurangzeb Road. Address for letters: Post Office Box 11.

Bombay—R. F. RENWICK, Acting Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. PRIESTMAN, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Italy

Rome—R. G. C. SMITH, Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Libya, Malta and Yugoslavia.

Jamaica

Kingston—M. B. PALMER, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

Japan

Tokyo—J. C. BRITTON, Commercial Representative, Canadian Liaison Mission, Canadian Legation Building.

Territory includes Korea.

Mexico

Mexico City—D. S. COLE, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. LANGLEY, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

The Hague—D. A. B. MARSHALL, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Sophialaan 1-A.

Territory includes Belgium, Denmark and Luxembourg.

New Zealand

Wellington—P. V. MCLANE, Commercial Secretary, Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: Post Office Box 1660.

Territory includes Fiji and Western Samoa.

Norway

Oslo—S. G. MACDONALD, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. BROWNE, Commercial Secretary, Office of the High Commissioner for Canada, the Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.

Territory includes Afghanistan and Iran.

Peru

Lima—R. E. GRAVEL, Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Philippines

Manila—F. H. PALMER, Canadian Consul General and Trade Commissioner, Tuason Building, 8-12 Escolta, Binondo. Address for letters: Post Office Box 1825.

Portugal

Lisbon—L. S. GLASS, Acting Canadian Consul General and Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores, Gibraltar and Madeira.

Singapore

Singapore—R. K. THOMSON, Acting Canadian Government Trade Commissioner, Room D-5, Union Building. Address for letters: Post Office Box 845.

Territory includes Brunei, Federation of Malaya, Indonesia, North Borneo, Sarawak and Thailand.

South Africa

Johannesburg—D. S. ARMSTRONG, Acting Canadian Government Trade Commissioner, Mutual Building, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Natal, Transvaal, Southern Rhodesia, Northern Rhodesia, Mozambique, Kenya, Tanganyika, Uganda and Nyasaland.

Cable address, Cantracom.

Foreign Trade Service Abroad—Concluded

Cape Town—C. B. BIRKETT, Canadian Government Trade Commissioner, 5th Floor, Grand Parade Centre Building, Adderley Street. Address for letters: Post Office Box 683.
Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.
Cable address, Cantracom.

Spain

Madrid—E. H. MAGUIRE, Canadian Government Trade Commissioner, 70 Avenida José Antonio. Address for letters: Apartado 117.
Territory includes the Balearic Islands, Canary Islands, Rio de Oro and Spanish Morocco.

Sweden

Stockholm—B. J. BACHAND, Commercial Secretary, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.
Territory includes Finland.

Switzerland

Berne—YVES LAMONTAGNE, Commercial Counsellor, Canadian Legation, Thunstrasse 95.
Territory includes Austria, Czechoslovakia and Hungary.

Trinidad

Port-of-Spain—T. G. MAJOR, Canadian Government Trade Commissioner, 43 St. Vincent Street. Address for letters: Post Office Box 125.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana and the French West Indies.

Turkey

Istanbul—G. F. G. HUGHES, Commercial Secretary for Canada, Istiklal Caddesi, Lion Magazasi yaninda, Kismet Han No. 3/4, Beyoglu, Istanbul. Address for letters: Post Office Box 2220, Beyoglu.

United Kingdom

London—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Sleighing, London.

London—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).
Cable address, Sleighing, London.

London—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Cantracom, London.

London—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Timcom, London.

Liverpool—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.
Territory includes the Midlands, North of England and Wales.

Glasgow—J. L. MUTTER, Canadian Government Trade Commissioner, 200 St. Vincent Street.
Territory covers Scotland and Iceland.
Cable address, Cantracom.

Belfast—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.
Territory covers Northern Ireland.

United States

Washington—J. H. ENGLISH, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Washington—Dr. W. C. HOPPER, Agricultural Secretary, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Center. Address for letters: Canadian Consulate, 620 Fifth Avenue.
Territory includes Bermuda.
Cable address, Cantracom.

New York City—M. B. BURSEY, Canadian Government Trade Commissioner (Fisheries Specialist), British Empire Building, Rockefeller Center. Address for letters: Canadian Consulate, 620 Fifth Avenue.

Boston—T. F. M. NEWTON, Consul of Canada, 532 Little Building, 80 Boylston Street, Boston 16.

Detroit—J. J. HURLEY, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

Chicago—EDMOND TURCOTTE, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

Los Angeles—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

San Francisco—H. A. SCOTT, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street.

Venezuela

Caracas—C. S. BISSETT, Acting Canadian Consul General and Trade Commissioner, Canadian Consulate General, 8° Peso, Edificio America, Esquina Veroes. Address for letters: Apartado 3306.
Territory includes Netherlands Antilles.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Sept. 17	Nominal Quotations May 29	Nominal Quotations June 6
Argentina	Peso	Off.	·2977	·3275	·3275
		Free	·2085	·1221	·1221
Austria	Schilling	Export	.....	·0515	·0515
Australia	Pound	....	3·2240	2·4640	2·4640
Belgium and Belgium Congo	Franc	....	·0228	·0220	·0220
Bolivia	Boliviano	....	·0238	·0183	·0183
British West Indies (Except Jamaica)	Dollar	....	·8396	·6417	·6417
Brazil	Cruzeiro	....	·0544	·0598	·0598
Burma	Rupee	....	·3022	.....	.....
Ceylon	Rupee	....	·3022	·2310	·2310
Chile	Peso	Off.	·0233	·0183	·0183
Colombia	Peso	....	·5128	·5641	·5641
Costa Rica	Colon	....	·1800	·1980	·1980
Cuba	Peso	....	1·0000	1·1000	1·1000
Czechoslovakia	Koruna	....	·0200	·0220	·0220
Denmark	Krone	....	·2084	·1592	·1592
Dominican Republic	Peso	....	1·0000	1·1000	1·1000
Ecuador	Sucre	....	·0740	·0815	·0815
Egypt	Pound	....	4·1330	3·1587	3·1587
El Salvador	Colon	....	·4000	·4400	·4400
Fiji	Pound	....	3·6306	2·7748	2·7748
Finland	Markka	....	·0062	·0048	·0048
France, Monaco and French North Africa	Franc	Off.	·0037	·0032	·0032
French Empire—African	Franc	....	·0073	·0063	·0063
French Pacific Possessions	Franc	....	·0201	·0174	·0174
Germany	Deutsche Mark	....	·3000	·2619	·2619
Guatemala	Quetzal	....	1·0000	1·0000	1·1000
Haiti	Gourde	....	·2000	·2200	·2200
Honduras	Lempira	....	·5000	·5500	·5500
Hong Kong	Dollar	....	·2519	·1925	·1925
Iceland	Krona	....	·1541	·0675	·0675
India	Rupee	....	·3022	·2310	·2310
Iran	Rial	....	·0212	.....	.....
Iraq	Dinar	....	4·0300	3·0800	3·0800
Ireland	Pound	....	4·0300	3·0800	3·0800
Israel	Pound	....	3·0000	3·0800	3·0800
Italy	Lira	....	·0017	·0018	·0018
Jamaica	Pound	....	4·0300	3·0800	3·0800
Japan	Yen	....	·0028	.....	.....
Lebanon	Piastre	....	·4561	.....	.....
Mexico	Peso	....	·1157	·1273	·1273
Netherlands	Florin	....	·3769	·2895	·2895
Netherlands Antilles	Florin	....	·5308	·5833	·5388
New Zealand	Pound	....	4·0150	3·0800	3·0800
Nicaragua	Cordoba	....	·2000	·2200	·2200
Norway	Krone	....	·2015	·1540	·1540
Pakistan	Rupee	....	·3022	·3325	·3325
Panama	Balboa	....	1·0000	1·1000	1·1000
Paraguay	Guarani	....	·3200	.....	.....
Peru	Sol	....	·1538	·0688	·0688
Philippines	Peso	....	·4975	·5500	·5500
Portugal and Colonies	Escudo	....	·0400	·0385	·0385
Singapore	Straits Dollar	....	·4702	·3593	·3593
Spain and Colonies	Peseta	....	·0916	·1008	·1008
Sweden	Krona	....	·2783	·2126	·2126
Switzerland	Franc	....	·2336	·2560	·2556
Thailand	Baht	....	·1000	.....	.....
Turkey	Lira	....	·3571	·3911	·3911
Union of South Africa	Pound	....	4·0300	3·0800	3·0800
United Kingdom	Pound	....	4·0300	3·0800	3·0800
United States	Dollar	....	1·0000	1·0000	1·1000
Uruguay	Peso	Controlled	·6583	·7241	·7241
Venezuela	Bolivar	....	·2985	·3289	·3289
Yugoslavia	Dinar	....	·0200	.....	.....